



Kings County Planning Agency

PLANNING - BUILDING INSPECTION - CODE COMPLIANCE

Bill Zumwalt, Director

MAILING ADDRESS: KINGS COUNTY GOVERNMENT CENTER, HANFORD, CA 93230

OFFICES AT: 1400 W. LACEY BLVD., ENGINEERING BUILDING # 6, HANFORD

(559) 582-3211, EXT. 2670, FAX: (559) 584-8989

Web Site: <http://www.countyofkings.com/planning>

TO: Previous Recipients of the "1993 Kings County General Plan"
FROM: Bill Zumwalt, Kings County Planning Director
DATE: October 2, 2002
SUBJECT: Amendment No. 12 and 13 of the Kings County General Plan

On March 12, 2002, the Kings County Board of Supervisors approved General Plan Amendment No. 01-04. This amendment replaces Page LU-23. On July 30, 2002, the Kings County Board of Supervisors approved the Dairy Element as an optional element of the *Kings County General Plan*. This amendment replaces the Cover, Page i, Pages ix and x, and Pages LU-1 through LU-18 of the Land Use Element.

The Kings County General Plan is available on the Internet at the following address: <http://www.countyofkings.com/planning>. Please print copies of the new Cover, Page i, Pages ix and x, and Pages LU-1 through LU-18 of the Land Use Element to replace the old information.

If you would like a copy of the changes to be mailed to you, please send a letter requesting that a copy of the changes be mailed to you. The address of the Kings County Planning Agency is 1400 W. Lacey Blvd., Hanford, CA 93230. If you have any questions, please contact Mr. Sandy Roper of my staff at (559) 582-3211, extension 2673.

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(559) 582-3211, EXT. 2670, FAX: (559) 584-8989

Web Site: <http://kings.ca.us/planning>

TO: Previous Recipients of the "1993 Kings County General Plan"
FROM: Bill Zumwalt, Kings County Planning Director
DATE: February 12, 2001

SUBJECT: Amendment No. 9 of the Kings County General Plan

On January 30, 2001, the Kings County Board of Supervisors approved General Plan Amendment No. 00-02. This amendment replaces the Cover, the Land Use Element, and Figures 3 through 10.

The Kings County General Plan is available on the Internet at the following address: <http://kings.ca.us/planning>. Please print copies of the new Cover, the Land Use Element, and Figures 3 through 10 to replace the old information.

If you would like a copy of the changes to be mailed to you, please send a letter requesting that a copy of the changes be mailed to you. The address of the Kings County Planning Agency is 1400 W. Lacey Blvd., Hanford, CA 93230. If you have any questions, please contact Mr. Sandy Roper of my staff at (559) 582-3211, extension 2673.

<http://www.countyofkings.com/planning>

1902-1903

Annual Report of the

Board of Trustees

of the
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for the year ending
June 30, 1903



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Kings County Planning Agency

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OFFICES AT: 1400 W. LACEY BLVD., ENGINEERING BUILDING # 6, HANFORD
(209) 582-3211, EXT. 2670, FAX: (209) 584-8989

TO: Previous Recipients of the "1993 Kings County General Plan"
FROM: Bill Zumwalt, Kings County Planning Director *BZ*
DATE: July 30, 1998

SUBJECT: Amendment No. 7 of the Kings County General Plan

On June 23, 1998, the Kings County Board of Supervisors approved Amendment No. 98-01 of the Kings County General Plan. This amendment replaces the Land Use Element.

As has been our past practice we are providing you with the updated pages of the General Plan for you to insert into your General Plan binder. Please follow the instruction below to update your copy:

STEPS:

- ✓ 1. Remove the old cover sheet from the outer plastic pocket in the binder cover and insert the new cover sheet.
- ✓ 2. Remove the old title page and pages i, v and vi, and replace them with the updated sheets.
- ✓ 3. Remove page LU-1 to LU-18 of the Land Use Element and replace them with the updated pages.
- ✓ 4. Remove map LU-21 and replace with the updated sheet.

Note: Where appropriate updated pages are printed on both sides, therefore no pages will be lost. Pages with text changes are dated June 23, 1998. If a previous date is shown no text change has occurred on that page, however text may have been moved from the previous version of the General Plan.

The Kings County General Plan is also available on the Internet at the following address:
<http://www.ceres.ca.gov/planning/genplan/kings/>

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Kings County Planning Agency

1001 Broadway, Suite 1000

Phone: (206) 462-1234
Fax: (206) 462-1235
Email: info@kingscountyplanning.org

TO:
FROM:
DATE:

Previous Recipients of the 1993 Kings County General Plan
Bill Lammie, Kings County Planning Director
July 20, 1998

SUBJECT: Amendment No. 2 of the Kings County General Plan

On June 23, 1998, the Kings County Board of Supervisors adopted Amendment No. 2 to the Kings County General Plan. This amendment replaces the 1993 General Plan.

We have been our past practice we are providing you with the updated copies of the General Plan to insert into your General Plan binder. Please follow the following steps to update your copy.

STEPS:

1. Remove the old copy sheet from the outer plastic pocket in the binder cover and insert the new cover sheet.
2. Remove the old map page and pages 1-4 and 15-16 and replace them with the updated sheets.
3. Remove page 10-1 to 10-16 of the Land Use Element - if retained then with the updated pages.
4. Remove map 10-17 and replace with the updated sheet.

Note: Where appropriate, updated pages are printed on both sides. Where no change will be made, only one side is printed. The 1993 General Plan is dated June 23, 1993. If a change is made to the General Plan, the date of the change will be noted. However, the date of the General Plan remains the same.

The Kings County General Plan is also available on the Internet at the following address:
<http://www.kingscountyplanning.org>



Kings County Planning Agency

PLANNING - BUILDING INSPECTION

Bill Zumwalt, Director

MAILING ADDRESS: KINGS COUNTY GOVERNMENT CENTER, HANFORD, CA 93230
OFFICES AT: 1400 W. LACEY BLVD., ENGINEERING BUILDING # 6, HANFORD
(209) 582-3211, EXT. 2670, FAX: (209) 584-8989

TO: Previous Recipients of the "1993 Kings County General Plan"
FROM: Bill Zumwalt, Kings County Planning Director *URC*
DATE: February 26, 1998

SUBJECT: Amendment No. 6 of the Kings County General Plan

On February 10, 1998, the Kings County Board of Supervisors approved Amendment No. 97-02 of the Kings County General Plan. This amendment changes Table 12 on Page LU-18 of the Land Use Element.

As has been our past practice we are providing you with the updated pages of the General Plan for you to insert into your General Plan binder. Please follow the instruction below to update your copy:

STEPS:

- ✓ 1. Remove the old cover sheet from the outer plastic pocket in the binder cover and insert the new cover sheet.
- ✓ 2. Remove the old title page and page i and replace them with the updated title sheet and the updated page i.
- ✓ 3. Remove page LU-18 of the Land Use Element and replace it with the updated page LU-18.

Note: Where appropriate updated pages are printed on both sides, therefore no pages will be lost. Pages with text changes are dated February 10, 1998. If a previous date is shown no text change has occurred on that page, however text may have been moved from the previous version of the General Plan.

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Kings County Planning Agency

100 West 4th Street, New York, N.Y. 10014
Telephone: (212) 312-1234

TO:
FROM:
DATE:

Previous Recipients of the Kings County Planning Agency
Bill Dwyer, Kings County Planning Director, 100 West 4th Street, New York, N.Y. 10014
February 28, 1984

SUBJECT: Amendment No. 2 to the Kings County Planning Agency

The purpose of this amendment is to amend the Kings County Planning Agency's Comprehensive Zoning Ordinance, Chapter 24 of the Kings County Code, by adding a new section 24-110, "Special Use Permits," and by amending sections 24-105, "General Use Permits," and 24-106, "Conditional Use Permits." The amendment is necessary to provide for the orderly development and use of land in the County.

STAFF

1. Planning Director: Bill Dwyer
2. Deputy Planning Director: John Smith
3. Assistant Planning Director: Mary Jones
4. Planning Board: The Planning Board is composed of representatives from the various community boards and the County Board of Supervisors.

This amendment is being submitted to the County Board of Supervisors for their approval. The Board is scheduled to meet on March 1, 1984, at 10:00 a.m. in the County Board Room, 100 West 4th Street, New York, N.Y. 10014.

Very truly yours,
Bill Dwyer, Planning Director



Kings County Planning Agency

PLANNING - BUILDING INSPECTION

Bill Zumwalt, Director

MAILING ADDRESS: KINGS COUNTY GOVERNMENT CENTER, HANFORD, CA 93230
OFFICES AT: 1400 W. LACEY BLVD., ENGINEERING BUILDING # 6, HANFORD
(209) 582-3211, EXT. 2670, FAX: (209) 584-8989

TO: Previous Recipients of the "1993 Kings County General Plan"
FROM: Bill Zumwalt, Kings County Planning Director
DATE: September 10, 1997

SUBJECT: Amendment No. 5 of the Kings County General Plan

On July 29, 1997, the Kings County Board of Supervisors approved Amendment No. 97-01 of the Kings County General Plan. This amendment changes portions of the Table of Contents, the Land Use Element, and Table 4 of Appendix 2.

As has been our past practice we are providing you with the updated pages of the General Plan for you to insert into your General Plan binder. Please follow the instruction below to update your copy:

STEPS:

1. ✓ Remove the old cover sheet from the outer plastic pocket in the binder cover and insert the new cover sheet.
2. ✓ Remove the old title page and replace it with the updated title sheet
3. ✓ Remove pages v / vi and pages xiii / xiv of the Table of Contents, and replace them with updated pages v / vi and pages xiii / xiv.
4. ✓ Remove pages LU-1 through LU-6, and pages LU-11 through LU-19, of the Land Use Element and replace them with the updated pages LU-1 through LU-6, and pages LU-11 through LU-19.
5. ✓ Remove page LU-21 (Figure 5, Land Use Map of the Hanford Fringe), and replace it with the updated page LU-21. (Please note that this map is printed on one side only.)
6. ✓ Remove page LU-26 (Figure 10, Land Use Map of Grangeville), and replace it with the updated page LU-26. (Please note that this map is printed on one side only.)
7. ✓ Remove Table 4 (Projected Population Growth by Area, Kings County, CA) in Appendix 2, and replace it with the updated Table 4.

Note: Where appropriate updated pages are printed on both sides, therefore no pages will be lost. Pages with text changes are dated July 29, 1997. If a previous date is shown no text change has occurred on that page, however text may have been moved from the previous version of the General Plan.

Kings County Planning Agency

PLANNING - BUILDING DEPARTMENT

Bill S. Howard, Director

1000 Broadway, Suite 1000, San Francisco, California 94107
Telephone: (415) 398-1234, Fax: (415) 398-1235



Project: [Project Name]
Site: [Site Address]
Date: [Date]

Subject: [Subject]

On May 22, 1991, the Kings County Planning Agency received a request from [Name] for a [Type of Request]. The request was received from [Name] at [Address].

The request was received from [Name] at [Address]. The request was received from [Name] at [Address].

2/2/91

Reference is made to the request received from [Name] on May 22, 1991, for a [Type of Request].

Reference is made to the request received from [Name] on May 22, 1991, for a [Type of Request].

Reference is made to the request received from [Name] on May 22, 1991, for a [Type of Request].

Reference is made to the request received from [Name] on May 22, 1991, for a [Type of Request].

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Reference is made to the request received from [Name] on May 22, 1991, for a [Type of Request].

Reference is made to the request received from [Name] on May 22, 1991, for a [Type of Request].



Kings County Planning Agency

PLANNING - BUILDING INSPECTION

Bill Zumwalt, Director

MAILING ADDRESS: KINGS COUNTY GOVERNMENT CENTER, HANFORD, CA 93230
OFFICES AT: 1400 W. LACEY BLVD., ENGINEERING BUILDING # 6, HANFORD
(209) 582-3211, EXT. 2670, FAX: (209) 584-8989

TO: Previous Recipients of the "1993 Kings County General Plan"
FROM: Bill Zumwalt, Kings County Planning Director
DATE: September 9, 1996

SUBJECT: Amendment No. 96-01 of the Kings County General Plan

On August 27, 1996, the Kings County Board of Supervisors approved Amendment No. 96-01 of the Kings County General Plan. This amendment changes portions of the Land Use, Resource Conservation, and Open Space Elements.

As has been our past practice we are providing you with the updated page of the General Plan for you to insert into your General Plan copy binder. Please follow the instruction below to update your copy:

STEPS:

- ✓ 1. Remove the old cover sheet from the outer plastic pocket in the binder cover and insert the new cover sheet.
2. Remove the old title page and replace it with the updated title sheet
3. Remove pages v through viii of the Table of Contents, and replace them with updated pages v through viii.
4. ✓ Remove pages LU-1 through LU-18 of the Land Use Element and replace them with the updated pages LU-1 to LU-18. (Please note that the former page LU-17 was blank, and the updated Land Use Element uses this page for text.)
5. Remove page LU-25 (Figure 9, Land Use Map of Stratford), and replace it with the updated page LU-25. (Please note that this map is printed on one side only.)
6. ✓ Remove pages RC-5 through RC-11 of the Resource Conservation Element and replace them with the updated pages RC-5 through RC-11.
7. ✓ Remove pages OS-1 through OS-2 of the Resource Conservation Element and replace them with the updated OS-1 through OS-2.

Note: Where appropriate updated pages are printed on both sides, therefore no pages will be lost. Pages with text changes are dated August 27, 1996. If a previous date is shown no text change has occurred on that page, however text may have been moved from the previous version of the General Plan.



Kings County Planning Agency

PLANNING - BUILDING INSPECTION

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OFFICES AT: 1400 W. LACEY BLVD., ENGINEERING BUILDING # 6, HANFORD
(209) 582-3211, EXT. 2670, FAX: (209) 584-8989

TO: Previous Recipients of the 1993 Kings County
General Plan

FROM: Julie Linxwiler
Kings County Planning Department

SUBJECT: Amendment of the 1993 Kings County General Plan

DATE: December 18, 1994

The "1993 Kings County General Plan" was adopted by the Kings County Board of Supervisors on December 28, 1993. Since then the Board has adopted three General Plan amendments: #94-01, #94-03, and #94-04.

Enclosed are copies of replacement pages containing changes which have occurred as a result of Amendment #94-04. Some of these pages contain the actual amended information; some pages are simply arranged differently now as a result of change elsewhere.

Please remove the pages of your original General Plan which are listed on the colored divider sheets. Replace those original pages with the enclosed replacement pages.

The specific changes which have occurred are as follows:

THE COVER	Both outer & inner
TABLE OF CONTENTS	Page xiv
GLOSSARY	Pages xv to xx
LAND USE ELEMENT	Text pages LU-3 to LU-16; and maps pages LU-19 to LU-23
SAFETY ELEMENT	Map page S-18
APPENDIX 1	Table 4
APPENDIX 2	Table 5

Please do not hesitate to call me at (209) 582-3211, extension 2682, if you have any questions about these changes.



KINGS COUNTY GENERAL PLAN

Including the:

**Land Use, Resource Conservation, Open Space, Circulation,
Housing, Safety, Noise, and Optional Dairy Elements**

**Adopted by the Kings County Board of Supervisors
Originally on December 28, 1993**

and amended as follows:

Amendment Number 1: April 12, 1994
Amendment Number 2: May 24, 1994
Amendment Number 3: November 29, 1994
Amendment Number 4: August 27, 1996
Amendment No. 5: July 29, 1997
Amendment No. 6: February 10, 1998
Amendment No. 7: June 23, 1998
Amendment No. 8: October 17, 2000
Amendment No. 9: January 30, 2001
Amendment No. 10: June 5, 2001
Amendment No. 11: October 2, 2001
Amendment No. 12: March 12, 2002
Amendment No. 13: July 30, 2002

**Originally Approved by the Kings County Planning Commission
on November 30, 1993, and subsequently for each of the amendments**

Prepared by the Kings County Planning Department

Kings County Board of Supervisors

Tony Barba
Chairperson, District 4

Joe Neves
District 1

Jon Rachford
District 2

Tony Oliveira
District 3

Alene Taylor
District 5

Amended July 30, 2002
Resolution No. 02-088

Kings County Planning Commission

R.G. Trapnell
Chairperson, District 3

Riley Jones
District 1

John Schaap
District 2

Jim Gregory
District 4

Louise Draxler
District 5

Recommended Amendment on June 11, 2002

Resolution No. 02-03

Planning Staff:

William R. Zumwalt, Director
Sandy Roper, Assistant Zoning Administrator
Greg Gatzka, Assistant Director, GIS Services
Chuck Kinney, Staff Planner
Jena Names, Staff Planner
Liz Smith, Executive Secretary

Members of the General Plan Citizens Advisory Committee:

A.J. Bassill

Jim Beath

Pete Caldwell

Joe Camara

Lue Casey

Jeanne Dautrich

Doyle Davis

Pat Davis

Joseph Fernandes, Jr.

Judi Freitas

Jeff Giffin

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Tamie Pick

Gregory D. Sanchez

Cheryl Silva

Brian Skaggs

Jerry Steely

Alene Taylor

Dennis C. Tristao

Irene Van Tassel

Mike Wheatley

Figure 1
KINGS COUNTY LOCATION MAP



SOURCE: KINGS COUNTY PLANNING DEPARTMENT

Figure 2
KINGS COUNTY

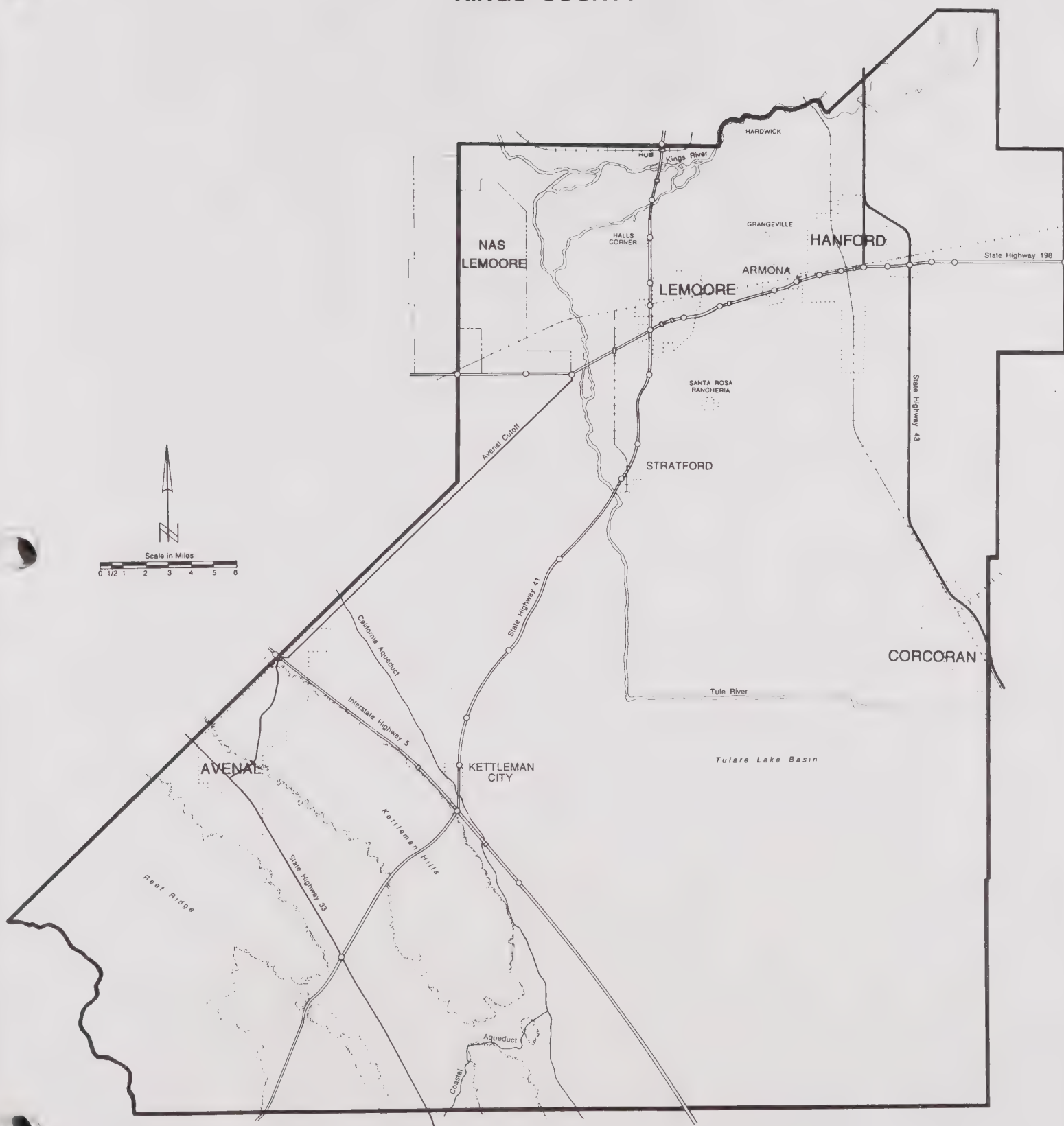


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ENVIRONMENTAL IMPACT REPORT

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Draft Environmental Impact Report	
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Biological Resources Survey for Resource Conservation Element	Appendix 3 (under separate cover)
Noise Exposure Information for Noise Element	Appendix 8

BOARD OF SUPERVISORS RESOLUTION OF ADOPTION

PLANNING COMMISSION RESOLUTION OF APPROVAL

NOTICE OF DETERMINATION

Following Appendix 8

***EXTERNAL DOCUMENTS INCLUDED HEREIN BY REFERENCE:**

Kings County Regional Transportation Plan - 1994

1992 Kings County Housing Element

Kings County Integrated Waste Management Plan
Source Reduction and Recycling Element - 1992
Household Hazardous Waste Element - 1992
Non-Disposal Facility Element - 1993
Plan Summary and Siting Element - 1995

Kings County Hazardous Waste Management Plan - 1988

Air Installation Compatible Use Zones (AICUZ) Study (LNAS) - 1978

Guide for Traffic Impact Studies, Caltrans District 6 - 1993

Five County Seismic Safety Element - 1975

Biological Resources Survey for the Resource Conservation Element - 1993

Kings County Airport Land Use Compatibility Plan - 1994

*(Available for review at the Kings County Planning Department)

GLOSSARY

GLOSSARY

Administrative Approval: A zoning permit issued by the Zoning Administrator.

Agricultural Preserve Program: A program under the provisions of the California Land Conservation Act of 1965 (the Williamson Act) intended to discourage conversion of agricultural land to urban uses. Allows the County to collect property taxes based on the agricultural value of a parcel rather than on its market value.

Agricultural support services or Agri-service Establishments: Commercial processing services related directly to the support of farming operations.

Agricultural land use designations used in the General Plan:

Limited Agriculture: Applied around urban areas. Agricultural activities include field crops, vines, pasture grazing, farm related homes, farm related shops, and kennels, but exclude animal concentrations and agri-services. Minimum parcel size is ten acres.

General Agriculture: Applied throughout the county, outside urban areas. Same activities as Limited Agriculture, but also include animal concentrations and agri-services. Minimum parcel sizes range from 20 to 40 acres, as follows:

North County (north of Kansas Avenue):	20 acres
South County (south of Kansas Avenue):	40 acres

Exclusive Agriculture: Generally applied around Naval Air Station, Lemoore. Similar activities as General Agriculture. Minimum parcel size 40 acres, as follows:

NAS Lemoore area (3-mile band around the base):	40 acres
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Alternate Modes: Transportation modes other than the private automobile.

Amplification of Shaking: The combined effect that location or distance and geologic substructure have on the amount of ground shaking during an earthquake.

Animal Concentrations: A collection of farm animals requiring concentrated feeding; includes, but is not limited to, dairies, stock feeding yards, and poultry operations.

Annexation: The addition of land to a city or special district.

Arterials: Roadways which move traffic through or between major traffic-generating land uses and sometimes act as neighborhood boundaries.

A-weighted Sound Level (dBA): Sound measured on an instrument containing an "A" filter.

Buffer Zone: An open area adjacent to developed areas.

CIP - Capital Improvement Program: A compilation of future capital improvements and their schedule of construction, their cost estimates, and the methods for their financing.

City/Urban Services: Public services such as police, fire control, streets, roads, sewer, water, storm drainage, and solid waste collection, etc.

City/Urban Development Standards: Development standards and codes or ordinances adopted by cities to regulate land uses, building construction, and site improvements.

CNEL - Community Noise Equivalent: A noise measurement obtained over a 24-hour period and computed on an annual average basis. Evening and nighttime measurements are weighted to penalize for the greater irritation caused by noise emitted during those periods. Used in the Noise Element to calculate noise at the Hanford, Corcoran, and Salyer airports.

Collectors: Roadways which carry traffic between high- and low-level circulation systems.

Conditional Use Permit: A zoning permit issued by the Planning Commission.

County Services: Services such as sheriff, fire, streets, roads, and land use controls.

County Development Standards: Development standards and codes adopted by Kings County to regulate land use, building construction, and site improvements.

Countywide Regional System: State and county rural roads that carry most of the traffic between Kings County and the surrounding counties, and a significant portion of intra-county traffic.

Critical Facility: A facility whose failure would present danger to a large number of people or severely impair a community's ability to respond to an emergency.

Day/Night Average Sound Level (Ldn): Almost identical to CNEL (Community Noise Equivalent Level) except that only nighttime measurements are penalized; used in the Noise Element to calculate traffic and train noise.

dBA: See A-weighted sound level

Decibel, dB: Noise level measured by a meter which perceives sound in a manner similar to the human ear.

Development: Any division of land or any use of land which requires zoning approval or similar processes.

Development/Improvement Standards: The physical improvements necessary for a particular development to operate in a safe, orderly, and healthful manner. These are listed in the County Improvement Standards.

Dial-a-Ride: A form of public transit in which riders telephone their requests for service to a central dispatcher.

Easement: A defined land area used for providing access or placement of public utilities.

Equivalent Sound Level (Leq): The average of several measurements of fluctuating sound, normally computed for a 1-hour sample period; not weighted for night or evening noise.

Expressway: Usually a divided highway which provides fast, safe movement of people and goods in and between urban areas.

Floodplain Overlay Zone: A limitation on land use and development imposed on areas subject to flooding.

Fringe Areas: Partially or sparsely developed land adjacent to a city or special district where a) urban services may be readily extended; or b) the area is a logical extension of the city or district.

Goal: A general ultimate purpose toward which effort is directed.

Highway Capacity: A measurement of the ability of a roadway to handle traffic at varying levels of ease.

Immediate Family Members: Parent(s), child(ren), grandparent(s), grandchild(ren), sibling(s), or spouse.

Implementation: The enactment of policies, usually through the use of zoning and land division ordinances.

Improvement Standards: See Development/Improvement Standards

Infill: A requirement that vacant areas surrounded by urban uses be developed before land at the outer edges of the urban area may be developed.

Infrastructure: Physical improvements such as city or district water and sewer systems, roads, and other types of public utilities.

Interstate and Other Highways/Freeways: Roadways which move large volumes of traffic and usually have their access restricted to interchanges.

LAFCO - Local Agency Formation Commission: A local commission that reviews and evaluates boundary changes of cities or special districts.

L(dn) - Day/night average noise level: The sound level in decibels during a 24-hour period.

Liquefaction: A sudden loss of strength in a soil caused by an earthquake resulting in temporary transformation of the soil into a fluid mass.

LOS - Level of Service: The amount of traffic a roadway or intersection can handle. Expressed in terms of Level of Service A, B, C, D, or E depending upon ease of flow, with A being the lightest level. These levels are determined by weighing factors such as speed, travel time, room to maneuver, traffic interruptions, convenience, and safety.

Microclimates: The climate of a specific place within an area, as contrasted with the climate of the area as a whole.

Minor Streets and Roads: Provide internal neighborhood circulation and connection to the higher levels of the circulation system.

Mitigation Measures: Actions designed to avoid or lessen the extent of an adverse impact of a project.

Multi-modal Transportation Facility: A transit station or depot serving users of trains, buses, taxis, and other transportation modes.

Natural Resource Conservation Zone District: A land use measure to preserve environmentally sensitive areas having existing natural watercourses, drainage basins, sloughs, or other natural water features.

Objective: The object of a course of action, midway in specificity between a goal, or general purpose, and a policy, or specific action statement.

On-site Improvements: Privately owned improvements such as landscaping, signs, parking areas, domestic water, and sanitary waste disposal systems.

Open Space: An area of land or water devoted to an open space use such as recreation, agriculture, and community separators.

Outdoor Recreation: Public park and recreation areas outside urban areas.

Paper Subdivisions: Usually refers to vacant land which has been legally subdivided in years past and has never been improved with either infrastructure or buildings.

Performance Standards: A term applied to a development that by policy will be approved if certain required standards can be met.

Policy: A specific action statement intended to guide future decisionmaking.

Preservation: Protection of areas or buildings having environmental, historic, or other cultural values.

Prezoning: A city legislative action to predetermine the zoning that will apply to properties outside its jurisdiction and become effective on the date of annexation.

Prime Agricultural Land: Land which qualifies for Class I or II rating in the Soil Conservation Service land use classification system.

Public Facility: Public grounds, buildings or facilities of an educational, administrative, recreational, public service, or cultural type.

Public Improvements: Publicly owned physical improvements such as sewer, water, storm drainage systems, street paving, curbs, gutters, sidewalks, street lights, fire hydrants, and other similar improvements.

Public Safety Overlay Zone: A land use designation applied to areas subject to natural or manmade hazards; usually featuring large parcel sizes and less intense development.

Public Transit: A form of transportation service delivered by means of a vehicle carrying multiple passengers; includes buses, taxis, and trains.

PUD: Planned Unit Development; or

PUD: Public Utilities District

Recreation ("O") District: A land use measure applied to areas for public recreational use, such as parks.

Regionally Significant Routes in Urban Areas: Roadways which originate within urban areas and lead to major destinations outside the cities.

Reversion to Acreage: The process applied to changing land which has previously been subdivided but remains undeveloped (as in a paper subdivision) back to unsubdivided land, i.e., the lot lines and all right of way lines are erased.

Right-of-way: A strip of land devoted to transportation and public use facilities such as roadways, railways, and public utility lines.

Right-of-way Improvements: Street paving, curbs, gutters, sidewalks, traffic signals, street lights, fire hydrants, sewer and water lines, drive approaches, tree wells, and other similar improvements.

Riparian Corridor: Generally, the area occupied by rivers or streams, together with their related plant and animal communities.

Rural Community: Unincorporated farm-service and residential communities such as Armona, Kettleman City, and Stratford.

Seiche: A wave that oscillates in lakes, bays, or gulfs from a few minutes to a few hours as a result of seismic or atmospheric disturbances.

Source Reduction: An activity to lower the generation and/or consumption of materials in order to reduce the waste stream.

Special Districts: Local units of government established to provide special services, such as water and sewer, street lighting, and other services.

Sphere of Influence: An area surrounding a city or special district that is designated by LAFCO to be ultimately served with public utilities and/or annexed by the surrounded entity.

Storm Drainage System: The series of pipes, culverts, and basins which are used to dispose of stormwater.

Subsidence: The gradual downward settling or sinking of the Earth's solid surface.

Urban: Residential, commercial, and industrial land uses which are served by public sewer and water. Includes public open space, streets and roads.

Urban Areas: Refers to the four cities and three rural communities of Kings County.

Urban Development: Development that requires city or district services; or agricultural development as set forth by Sections 402B, 403B, and 404B of the Kings County Zoning Ordinance.

Urban Expansion: Areas reserved for future urban growth.

Urban Fringe: The unincorporated area adjacent to a corporate city boundary.

Urban Prime: Land which is under agricultural preserve contract in accordance with the California Land Conservation Act of 1965 (Williamson Act) within 3 miles of a city boundary.

Urban Service Policies: Policies related to the requirement of services for land uses at the outer boundaries of urban and rural areas.

Urban Sprawl: Noncontiguous urban development in a common area.

Utility: A public service such as gas, electricity, water, or transportation.

Waste Disposal Facilities: Sewage treatment plants; waste disposal landfills; solid waste transfer, storage, and processing stations; and hazardous waste treatment, transfer, storage, and disposal facilities.

Wetlands: An area saturated with moisture, such as a marsh, which provides habitat for native plant and animal species.

Zoning: The regulation of land use by use classification, lot size, placement of buildings and improvements, and other factors.

INTRODUCTION

I. PURPOSE AND AUTHORITY

A. Purpose

The purpose of the Kings County General Plan is to guide the physical growth of the unincorporated portion of Kings County and the conservation of its resources through the year 2005 in a manner consistent with the goals of the people of Kings County.

B. Authority

The State of California requires Kings County to adopt a longterm, comprehensive General Plan to guide future physical development in areas within the County's jurisdiction. The General Plan is required to address a number of subjects, although the County may choose the level of detail that is appropriate for its circumstances.

The General Plan is implemented by many actions and documents which affect private land development, including specific plans, area plans, and zoning and subdivision ordinances. State law requires that these documents be consistent with the General Plan. The same consistency requirement applies to public agency projects and capital improvement programs.

C. Scope

The policies of this General Plan apply to the unincorporated territory of Kings County. They do not apply to the territory within the boundaries of the incorporated cities of Avenal, Corcoran, Hanford, and Lemoore; or within the boundaries of the Lemoore Naval Air Station and the Santa Rosa Rancheria.

II. PLAN PREPARATION

The Kings County General Plan has been extensively revised and updated since it was first adopted in 1958 as the North Kings County Area General Plan.

Later, several components of the Kings County General Plan were updated and adopted independently, resulting in a General Plan contained in twenty-seven separate elements, components, and amendments (see Appendix 1, Table 1 for a listing of these documents).

This single unified General Plan rescinds and replaces all past Kings County General Plan elements, components, and amendments, EXCEPT the Kings County Hazardous Waste Management Plan, adopted September 25, 1990, by Kings County Board of Supervisors Resolution No. 90-117; and the 1992 Housing Element, adopted July 28, 1992, by Kings County Board of Supervisors Resolution No. 92-101.

During the preparation of this document every policy from every previous element, component, and amendment of the General Plan was reviewed

and retained, modified, or eliminated where necessary. The seven mandatory elements of the General Plan are included; their policies are cross-referenced to ensure their internal consistency and compatibility.

The principal purpose of this update is to consolidate and organize the changes that have occurred since previous elements, components, and amendments were adopted; include new policies to address issues not previously covered in the General Plan; and to simplify the application of General Plan policies to individual development decisions. To the extent possible, the text is expressed in lay terms so that the public may easily understand this plan, its impact on future development, and its effect on the quality of life in Kings County.

A. Intergovernmental Planning Coordination

The Kings County General Plan is designed to be compatible with plans and policies established by other governmental agencies, including the four

incorporated cities, adjacent counties, and regional agencies including, but not limited to, the Kings County Regional Planning Agency, the California Department of Transportation (Caltrans), the San Joaquin Valley Unified Air Pollution Control District, the Regional Water Quality Control Board, the California Water Resources Agency, the California Integrated Waste Management Board, and the California Department of Fish and Game. The text of the various elements notes those situations where these agencies may have particular or overriding responsibilities that affect the physical development of the county.

III. ORGANIZATION AND OVERVIEW

A. Format

The seven mandatory General Plan elements are Land Use, Resource Conservation, Open Space, Circulation, Housing, Safety, and Noise.

The Kings County General Plan includes the seven mandatory elements plus this introduction, as follows:

- Glossary
- Introduction
- Land Use Element
- Resource Conservation Element
- Open Space Element
- Circulation Element
- Housing Element
- Safety Element
- Noise Element
- Environmental Impact Report
- Appendices

Each element includes policies which are related to the physical development of the county to the year 2005. The Housing Element, however, is required by state law to be updated again in 1997.

The Glossary defines many of the terms used in the General Plan Update. The Appendices contain more detailed information about General Plan issues, policies, and implementation measures.

B. Citizen Participation

Because the County desires a high degree of public awareness of planning and development issues, it encouraged participation by interested citizens in the General Plan Citizens Advisory Committee. The Committee, whose members are identified in the acknowledgments at the beginning of the plan, reviewed and made suggestions on all of the various elements and components of this plan.

Through public meeting notices, public hearings, and topical newspaper articles, the County encouraged all of the public to express their views about General Plan issues and policies.

Various diagrams graphically illustrate the land areas to which policies apply.

B. Plan Elements

The Land Use Element describes the general distribution, location, and extent of various land uses. It contains a statement of the standards of population density and building intensity, types of permissible uses, and special development and permit review requirements.

The Resource Conservation Element expresses policies for the conservation of various resources including soils, water, plant and wildlife habitat, minerals, and air quality.

The Open Space Element describes open space classifications, limitations on types and intensities of permissible uses, and special development and permit review requirements. The expansion and improvement of existing recreational areas is promoted.

The Circulation Element expresses policies for the movement of people and goods. It consists of the general location and extent of transportation facilities and public utilities, all correlated with the Land Use Element. It emphasizes the adequacy of current facilities, but provides for proposed future facilities. It

recognizes the increasingly important role of public transit and of measures which allocate roadway capacity more efficiently during peak travel periods and reduce the adverse air quality effects of transportation.

The 1992 Housing Element evaluates housing production needed to accommodate projected population growth throughout the county, including all the cities. Its policies encourage the development of housing for all economic segments of the community, and the production of diverse types and densities of housing for special shelter needs. The 1992 Housing Element was prepared separately by the Kings County Regional Planning Agency on behalf of the County and three of its four incorporated cities. It was adopted in July 1992. This General Plan contains an abridged version of the County portion of the 1992 Housing Element.

The Safety Element addresses seismic and other geologic hazards, flooding, hazardous materials, and susceptibility to wildfires. Its policies describe procedures for the review of development projects in areas subject to hazards caused by natural or human activity.

The Noise Element evaluates noise conditions caused by highways, railroads, airports, industry, and other sources. Noise contours are used as a guide for establishing a pattern for land uses in the Land Use Element. It expresses policies intended to assure that intrusive noise is not a problem in future land development.

The policies of the various elements are consistent. For example, the Land Use Element designates sufficient residential areas to accommodate the housing development need projected by the Housing Element.

IV. REGIONAL AND LOCAL CONTEXT

A. Regional Setting

Kings County is located in the southern half of California's Central Valley (see Figures 1 and 2, pages x and xi). The county ranks 34th in population and 35th in geographic size among the state's 58 counties. The county is roughly triangular in shape and is approximately 918,800 acres (1,435 square miles) in size. About 808,000 acres (1,265 square miles) were devoted to agriculture and grazing in 1991.

Kings County lies generally south of the Kings River. It is bounded on the southwest by the Coast Ranges and on the north, east, and south by the nation's number one, two, and three agricultural counties--Fresno, Tulare, and Kern Counties. Kings County also shares a boundary with Monterey and San Luis Obispo Counties.

Winters are relatively mild, with rainfall averaging 7.6 inches per year. The growing season, characterized by very high midsummer temperatures, lasts over 255 days per year.

B. County Setting

Kings County is composed of mainly level farmland crossed by the California Aqueduct and a number of other irrigation waterways. Agriculture and related industries dominate the County's economy, as they have since the County's formation in 1893. Approximately 95 percent of the land is privately owned, and about 88 percent of the acreage is devoted to agricultural uses. Kings County consistently ranks among the top counties in the nation in the production of cotton, barley, and alfalfa seed. Kings County also produces 39 crops or products each grossing over one million dollars per year including milk, cattle, and turkeys.

Kings County has a number of major nonfarm employers, including the Lemoore Naval Air Station, two state prisons, a processing plant for cottonseed and safflower oils, a hazardous waste treatment and disposal facility, tomato products canning factories, and an automobile tire manufacturer.

Kings County is served by the Atchison, Topeka, and Santa Fe Railroad, and the San Joaquin

Valley Railroad (using a former branch line of the Southern Pacific Railroad). Interstate Highway 5 and Highway 198 are major routes crossing the county. They connect to State Routes 41 and 43 and a network of other state highways and county roads.

According to the 1990 U.S. Census, the County's four incorporated cities--Hanford, Lemoore, Corcoran, and Avenal--contain a combined population of 67,653 persons (including 9,305 state prison inmates), or 67% of the total county population of 101,469.

C. Growth Projections

One of the primary issues to be resolved in planning for future physical growth is the amount of new development that can be accommodated. The quality of life can suffer when the capacity of public services is exceeded, or the environment is degraded.

The General Plan attempts to accommodate the need of Kings County's growing population for jobs, housing, and services while preserving such natural resources as agricultural land, air, water, and natural habitat. The projected growth in population and employment, its rate and timing, and its geographic distribution are directed to this end.

General Plan policies concentrate urban development in areas where urban services are available, and emphasize compact patterns of non-agricultural development.

D. Sources of Population Data

General Plan policies are based on demographic projections by the Kings County Planning Department, which in turn are based on United States Census data and California Department of Finance (DOF) population estimates. Plan policies seek to ensure that appropriate and adequate public services and public infrastructure are available to serve the projected population. California State Prison inmate population is not included in growth formulas concerning provision of services (see Appendix 1, Tables 2 and 2A, for more detailed information on population).

Actual population figures for the unincorporated areas may differ from the projections used in this plan due to several unforeseeable factors, including rate of annexation by the cities, rate of new construction in the rural communities, and average household size.

E. Labor Force and Employment

Kings County has enough population and business activity to support retail and service industries typical of a smaller regional center. However, agricultural activities will continue to be the major factor in the local economy for the foreseeable future.

The local economic base will likely continue its slow shift from primarily agriculture to increasing retail trade and service jobs. Job opportunities must be developed in these sectors to meet the needs of a growing local population.

V. ASSUMPTIONS

The General Plan is based on the following assumptions:

1. Growth in the rural communities (Armona, Kettleman City, and Stratford) will be limited by sewer and water system capacities and the agricultural preserve lands which surround them.
2. Population growth in rural agricultural areas will be limited to farm-related housing.
3. Lemoore Naval Air Station (LNAS) will remain open, but its growth will be affected by the future role of the U.S. Navy. Other military base closures may cause an increase in the LNAS mission. LNAS will continue to function as an employment base for the county and as a residential community for Navy personnel and their families.

4. Hanford will retain its traditional position as the principal city and county seat. Lemoore will continue to function primarily as a residential community, but will experience some industrial growth. Corcoran will continue as the agricultural service center for the southeast county and provide services for the Corcoran State Prison. Avenal will continue as the residential center for the southwest county and provide services for the Avenal State Prison.

In Armona more attention will be given to protecting urban and agricultural lands from unnecessary encroachment, and the town will continue to grow as a residential community with possible future incorporation. Kettleman City will continue as an agricultural employee housing community for the western county and as a highway service center at State Highway 41 and Interstate 5. Stratford will continue as an agricultural service and agricultural employee housing community.

5. Rural agricultural areas of the region will decline in population as agriculture becomes increasingly mechanized and more people reside in the cities and rural communities.
6. Agriculture will remain the basic economic mainstay of the region, but the Lemoore Naval Air Station, two state prisons, and industrial and commercial activities will grow in economic importance.
7. New regionally significant roadways will not be necessary before the year 2005. Minor improvements to local roadways, such as dedication of future right of way or construction of bus stops, may be necessary to mitigate the effects of site-specific development projects.
8. The private auto will continue to be the primary mode of transportation for this area. The KART public transit system will continue to supplement the private auto for those who are unable to provide for their own transit needs.

LAND USE ELEMENT

I. INTRODUCTION

A. Purpose

The Land Use Element describes the desired location, distribution, and extent of land for such uses as agriculture, housing, business, industry, the military, open space, natural resources, recreation and scenic vistas, public facilities, education, waste treatment and disposal facilities, and others. It groups uses in order to prevent conflict between those which are mutually incompatible. It includes standards for population density and building intensity.

The Land Use Element guides the physical growth, use, and development of Kings County land through the year 2010. Compact city and community boundaries are used to obtain a more efficient development pattern, thus lowering public service costs and protecting farmland from premature development. Land Use policies balance the protection of individual property owners' rights and property value with the provision of public services to the community at large.

B. Consistency with Other Elements

The Land Use Element is consistent with the other elements of the General Plan because all elements use the same population, housing, and employment projections; policies of the Land Use Element support, and are supported by, policies of the other elements; and the policies of all elements are cross-referenced where necessary.

C. Scope and Organization

The Land Use Element contains three major sections:

1. "Policies for Urban Areas," which addresses Residential, Commercial, Transitional, and Industrial uses, plus spheres of influence.

2. "Policies for Rural Areas," which addresses Agricultural or Rural Residential uses, plus floodplain management.
3. "Policies for Other Land Uses," which addresses varied topics including hazardous waste management facilities, mineral extraction, storm drainage, and public/quasi-public uses.

The land use maps shown in Figures 3-10 reflect the goals, objectives, and policies of the Land Use and other elements of this General Plan. The land use maps and text must be used together in order to fully understand the policies which apply to any particular situation.

General Plan land use designations do not include a detailed study of specific parcels. The use of individual parcels is regulated by the Zoning Ordinance (Appendix 2, Tables 5 and 6, show General Plan land use designations and their equivalent zone districts, and briefly describe permitted uses in each zone district). Future detailed evaluation may show that certain General Plan-designated land uses are not warranted and that an alternate designation is desirable.

D. Specific, or "Area", Plans.

Occasionally the Board of Supervisors may deem it necessary and appropriate to adopt detailed and unique policies for specific areas of the County. These Specific, or "Area", Plans include detail necessary to address issues related to those areas which do not necessarily apply to other areas of the County, and require the application of other regulations, requirements, or standards for development to that specific area or community. Specific Plans may be included in the General Plan by reference, and the territory covered by a specific or area plan shall be noted on the Land Use Map (Figure 3).

II. POLICIES FOR URBAN AREAS

The term "urban area" refers to unincorporated city fringes and rural communities. A city fringe is the unincorporated developed area adjacent to a city boundary.

The unincorporated towns of Armona, Kettleman City, and Stratford are rural communities. Each has its own sewer and water services delivered by a community service or public utility district.

Growth in urban areas beyond the service range of sewer and water lines can present severe service delivery problems. Coordination between the County, the cities, and the rural communities will avoid random growth and encourage efficient service delivery by directing new development to areas served by cities or rural communities.

The general plan policies of the incorporated cities of Avenal, Corcoran, Hanford, and Lemoore are not affected by the Kings County General Plan. This General Plan

recognizes the internal policies of each city's general plan but neither adopts nor rejects any of them.

GOAL 1: Annex city fringe areas to the cities. Develop and service rural communities according to County improvement standards. Urban services shall be provided only by existing cities and services districts.

Objective 1.1: Require new development in city fringe areas (except a single-family house on an existing lot) to annex to the city or community services district which provides services. Encourage existing fringe area development to annex to the city or community services district which is providing services.

Policy 1a: Require urban growth to be contiguous to existing urban development and to annex to a city or community services district. Once territory is annexed into an incorporated city, that city's general plan policies shall supersede the County's general plan policies for that area.

Policy 1b: Maintain a Limited Agriculture land use designation adjacent to urban areas in order to avoid conflicts between urban and intensive agricultural uses and to preserve land for future urban expansion.

Objective 1.2: Avoid inefficient expansions of special district services by ensuring that development density is appropriate for the operation of an efficient system.

Policy 1c: Assure that physical services and infrastructure will accommodate projected growth. Do not approve new development beyond the service capability of service providers.

Objective 1.3: Develop city fringe areas infrastructure according to city improvement standards.

Policy 1d: Require new private development improvements and County capital improvements in city fringe areas, including but not limited to streets, curbs, and gutters, to be installed to city (not County) improvement standards.

Objective 1.4: Maximize cooperative planning and implementation of the General Plan through coordination with the cities and rural communities.

Policy 1e: Maintain a current County General Plan and review it annually.

Policy 1f: On an annual basis, cooperate with each city in Kings County in the development and adoption of a single set of General Plan policies for each city planning area.

Policy 1g: Periodically, but no less often than every five years and coordinated with the Housing Element Update, assess the remaining capacity of existing public services in relation to projected growth.

Policy 1h: Allocate the majority of new housing growth to the cities and lesser amounts to Armona, Kettleman City, and Stratford, as described in the Housing Element.

Policy 1i: Refer development proposals within a city or rural community sphere of influence to that city or district for review and comment.

Objective 1.5: Require developers to pay for the installation of infrastructure and facilities which their developments cause to be necessary.

Policy 1j: Require all new development applications to contain information on infrastructure capacity to be used by the subject development, and expected remaining infrastructure capacity.

Policy 1k: Require developers, pursuant to Section 65995.(b) of the *California Government Code*, to pay school impact fees at the time a building permit is issued to finance the construction of school facilities made necessary by their developments. School impact fees are deemed to provide full and complete school facilities mitigation, in accordance with Section 65996.(b) of the *California Government Code*. Denying, or refusing to approve, a development on the basis of a developer's refusal to provide school facilities mitigation that exceeds the school impact fees is prohibited by Section 65995.(i) of the *California Government Code*. In addition, denying or refusing to approved a development on the basis that school facilities are inadequate is prohibited by Section 65996.(b) of the *California Government Code*.

Policy 1l: In areas shown for urban use require development to annex to the city, with the exception that, in areas designated "Substantially Developed Fringe Areas," one housing unit per existing parcel will be permitted without annexation (see Land Use maps, Figures 4-10). In rural community fringe areas, require development to annex to the community services district before building permits are issued.

Objective 1.6: Preserve the identity of the rural communities.

Policy 1m: Maintain identified boundaries between Armona and nearby incorporated cities as depicted in the Open Space Element, Figure 13.

Objective 1.7: Notwithstanding Objective 1.1 and Policy 1a, allow small developments, in excess of one single-family residence on an existing lot, in areas designated "Substantially Developed Fringe Areas" on the land use maps of the General Plan.

Policy 1n: Allow small developments, i.e., land divisions of land in city fringe areas, on parcels that were less than ten (10) acres in area prior to February 18, 1994, and designated "Substantially Developed Fringe Area" on the land use maps of the General Plan, which are in conformance with the general plan, are zoned for residential uses, no variances or exceptions are required, and all required services and access to the proposed parcels are to local standards and are available.

Objective 1.8: Apply uniform development standards in the rural communities in order to foster orderly, cost-efficient growth.

Policy 1o: In areas shown for urban uses, where community services are not immediately available, the developer shall pay for the extension of services or enter into a deferred improvement agreement for the future extension of services, before building permits will be issued (See Appendix 2, "Agreement by Owner or His Successors in Interest to Construct Future Land Development Improvements").

Policy 1p: Require all new development to comply with County General Plan, subdivision, zoning, and building regulations.

Policy 1q: Require developers to improve all access roads to the nearest maintained right-of-way.

Policy 1r: In order to prevent uncoordinated, sprawling growth and to delay costly expansion of district facilities, require infilling of vacant or underutilized parcels within the community where water and sewer are available.

Policy 1s: Preserve the rural character of the rural communities and of the farmland that surround them.

A. Residential

The Residential land use designations are used only in the city fringes and rural communities. The category includes land intended for a full range of urban residential

services. Land surrounding urban areas is intended to remain in limited agricultural use until it is developed in accordance with General Plan policies. The improvement and development standards for these areas are contained

in the zoning and subdivision ordinances and the County improvement standards.

Residential densities are based upon the availability of urban services and infrastructure, land use compatibility,

environmental suitability, projected growth, neighborhood character, and other factors (see Appendix 2, Tables 7-9, for more information on available residential acres in each community by General Plan designation).

GOAL 2: Designate a sufficient amount of Residential land to accommodate projected urban population growth to the year 2005.

Objective 2.1: Encourage the development of safe, decent and sanitary housing alternatives for all income levels, as detailed in the Housing Element.

Policy 2a: Ensure that sufficient land is designated "Residential" to accommodate the projected increase in housing units needed, as indicated in Section 5.1.5, "Projected Housing Need," of the 1992 Housing Element.

Policy 2b: Accommodate the following increases in population and housing units in the unincorporated communities, based on remaining service capacity as specified by the community service districts:

Armona--about 360 additional units, or approximately 1224 additional persons, by 1997; and 340 additional units, or approximately 1156 additional persons by 2005; for a total of 700 new units, or approximately 2380 additional persons, by 2005.

Kettleman City--about 75 additional units, or 255 additional persons, by 1997; increases beyond that are not projected.

Stratford--about 60 units, or 204 persons, by 1997; increases beyond that are not projected.

Policy 2c: Refer any development proposal for five or more residential units which may have a direct or indirect impact on school facilities to the affected school district for review and comment. Consider school district comments in reviewing the proposed project.

Policy 2d: Encourage the revitalization of existing residential neighborhoods as detailed in the Housing Element.

Policy 2e: Increase the affordability of housing, the amount of housing for farm employees, and the number of multifamily rentals as detailed in the Housing Element.

B. Commercial/Industrial

Commercial land use designations provide for various types of retail stores, offices, service establishments, and wholesale businesses to concentrate for the convenience of the public. They are located near or convenient to the areas and patrons they serve. They should not conflict with residential or agricultural uses.

Industrial land use designations provide appropriately located areas for industrial plants and power generation facilities. Thermal, wind, and solar photovoltaic electrical generating facilities, that commercially produce power for sale, shall be regulated as conditional uses. Cogeneration facilities and hydroelectric generating

facilities shall be regulated as conditional uses except as set forth in the following paragraph.

The installation of cogeneration equipment with a capacity of 50 megawatts or less at existing facilities shall be regulated as permitted uses, subject to issuance of a site plan review, that are categorically exempt pursuant to Section 15329 of the CEQA Guidelines. In addition, the installation of hydroelectric generating facilities, with a capacity of 5 megawatts or less, in connection with existing dams, canals, and pipelines shall be regulated as permitted uses, subject to issuance of a site plan review, that are categorically exempt pursuant to Section 15328 of the CEQA Guidelines. Their locations should be protected from intrusion by residential and other inharmonious uses.

Commercial and industrial designations are implemented by the zoning ordinance, which allows varying degrees of intensity of use (see Appendix 2, Tables 10 and 11, for

more information on available acres of commercially and industrially designated land). Standards for development are contained in the zoning and subdivision ordinances and the County Improvement Standards.

GOAL 3: Direct future industrial and commercial development to the cities and rural communities.

Objective 3.1: Provide commercial areas to meet the shopping needs of rural community residents near residential areas and transportation routes.

Policy 3a: Require retail commercial uses to locate close to transportation routes and major residential areas.

Objective 3.2: Provide adequate industrial areas to promote cost-effective operations and to create more local employment opportunities with minimal adverse effects.

Policy 3b: Require industrial uses to locate near adequate transportation resources and away from residential concentrations.

Objective 3.3: Concentrate new commercial and industrial businesses and rehabilitate existing commercial and industrial structures, in designated commercial and industrial areas.

Policy 3c: Ensure that encroachment of incompatible uses does not occur.

Policy 3d: Where necessary to prevent land use conflicts, ensure that new uses are properly buffered and landscaped. Where industrial and service commercial development is located adjacent to, or across the street from, existing residential uses or areas designated for residential use, a seven-foot decorative concrete block wall with landscaping shall be required, and access points shall be limited to a minimum 800 feet apart and aligned with other streets wherever possible.

Policy 3e: Encourage private demolition or rehabilitation of deteriorated commercial and industrial structures.

Objective 3.4: Coordinate growth with the long-range capital improvement plans of the County, cities, and special districts.

Policy 3f: When public services are provided to an existing developed commercial or industrial area, encourage annexation to the city or community services district providing the service.

Policy 3g: When public services are not available, require that all commercial and industrial development enter into a deferred improvement agreement with the city or County to connect to services when they become available.

Objective 3.5: Home Occupation provisions

Policy 3h: Allow home occupation businesses in residential and agricultural area, provided the home occupation blends into the residential or agricultural nature of the area and the use remains unobtrusive to adjacent and nearby uses and activities.

Policy 3i: Home occupations shall be operated by the occupant of the residence the home occupation is located within, and no other employees shall work at the home occupation site. Farming is not a home occupation but is a use already permitted in agricultural areas, thus is not affected by this policy.

C. Spheres of Influence

A sphere of influence is a plan adopted by the Kings County Local Agency Formation Commission (LAFCO) for a local agency's future boundary and service area. Spheres of influence define where new development will be encouraged to annex to service-providing agencies. Spheres of influence are effective in preventing urban sprawl and duplication of public services; in promoting planned, efficient urban development patterns; and in protecting agricultural and open space land from premature development.

LAFCO is required by state law to adopt a sphere of influence for each city and special district in the county.

The adoption of a sphere of influence is a prerequisite for processing annexations to a city. Kings County LAFCO adopted city spheres of influence in the middle 1970's, but growth since then makes updating necessary.

GOAL 4: Recommend that the Kings County LAFCO adopt city and rural community spheres of influence that are consistent with each jurisdiction's General Plan.

Objective 4.1: Identify service areas for the cities and unincorporated communities, for consideration by LAFCO when they adopt or amend spheres of influence.

Policy 4a: Recommend to LAFCO that spheres of influence:

- include areas currently served by the cities and rural communities;
- include only undeveloped land that could logically be served in the future when anticipated growth or change occurs;
- maintain the agricultural character and use of agricultural preserves;
- eliminate overlap in services between the cities and rural communities and other agencies;
- recognize the range of services the cities and rural communities could provide; and
- promote orderly expansion of urban areas, based on General Plan goals and policies.

D. Transitional Areas

Areas designated Transitional consist of a mixture of residential and professional/business office uses located at the boundary between areas designated Residential and Commercial. Where these mixed uses are identified, the Transitional zone shall be used to allow both uses to continue without nonconforming status until a more definite development trend is established. It is the County's policy that the General Plan and specific development trends be reviewed at least every five years to evaluate the appropriateness of continued Transitional designation, and that, when deemed appropriate, a specific zone designation of either Residential or Commercial, whichever is most compatible with predominant existing uses in the area, be applied.

E. Airport Land Use Areas

In 1994 Kings County completed the "Kings County Airport Land Use Compatibility Plan." The purpose of

the Plan is to establish procedures and criteria by which the County of Kings and the cities of Corcoran and Hanford can address compatibility issues when making planning decisions regarding land uses within the spheres of influence of public use airports. The Plan criteria are intended to ensure that local general plans, specific plans, and zoning ordinances take into account factors which influence compatibility between airports and the surrounding land uses. The "Kings County Airport Land Use Compatibility Plan" is incorporated into the Kings County General Plan by reference. The Plan only affects public use airports.

The General Plan goals, objectives, and policies of the "Kings County Airport Land Use Compatibility Plan" are found in the Safety Element. All land use decisions for projects located within the airport sphere of influence as identified by Figure 22A and 22B will be subject to the criteria of Table 16A of the Safety Element.

III. POLICIES FOR RURAL AREAS

A. Agriculture

Agricultural production is a major component of Kings County's economy. Economic pressure and economic advantages have influenced many landowners to divide their land and sell it for nonagricultural residential uses, resulting in large numbers of non-farm residential uses on good farmland.

Kings County supports the promotion of a "good neighbor policy" between agricultural and nonagricultural property owners. This means that nonagricultural land uses located in agricultural zones are considered secondary uses. Accordingly, the County's agricultural land use policies prohibit the designation of new nonagricultural land uses in agricultural areas, in order to preserve productive agricultural land and discourage its premature conversion to urban uses.

There are three agricultural land use designations in the General Plan--Limited Agriculture, General Agriculture, and Exclusive Agriculture. The purposes of the three are to protect agricultural land from the encroachment of incompatible uses, to provide appropriate locations for agricultural support businesses, and to provide a safety and noise buffer around NAS Lemoore.

The major differences between the three designations relate to minimum parcel size, animalkeeping, and agricultural service businesses:

The Limited Agriculture designation is applied around urban areas throughout the county to serve as a buffer between urban and intensive agricultural uses. Permitted activities in the Limited Agriculture areas include field crops, vines, pasture grazing, farm related homes, farm related shops, and uses that include the temporary or permanent keeping of animals such as kennels and veterinary hospitals; but exclude new livestock animal concentrations such as dairies, new intensive agri-service businesses of a permanent nature, such as cotton gins or

other large produce processing activities, farm equipment sales, and service or repair establishments. However, existing agri-service businesses that were established prior to November 16, 2000, may construct new accessory structures that are incidental to the existing use. The minimum parcel size is ten acres.

The General Agriculture designation is applied throughout the county beyond the Limited Agriculture and urban areas. Permitted activities in the General Agriculture designation are the same as in the Limited Agriculture designation, but also include animal concentrations and agri-service businesses. Minimum parcel sizes range from 20 to 40 acres, as follows:

North County (north of Kansas Avenue): 20 acres
South County (south of Kansas Avenue): 40 acres

The Exclusive Agriculture designation is applied generally in a three-mile-wide band around NAS Lemoore as follows:

West of 22nd Avenue and north of Kansas Avenue

The physical development of agricultural properties is regulated and implemented by the Zoning Ordinance, in which the same designations--Limited Agriculture (AL-10), General Agriculture (AG-20 and AG-40), and Exclusive Agriculture (AX)--will be used (see Figure 3 for map of agriculturally designated land).

1. Stabilization of Agricultural Use at the Urban Fringe

Rapid urban growth can raise the price of farmland, increase the likelihood of its purchase for nonagricultural use, and discourage new agricultural investment. Thus, competition occurs between urban and agricultural uses at the urban boundary.

GOAL 5: Protect agricultural lands by maintaining large parcel sizes and preventing the development of incompatible urban uses.

Objective 5.1: Maintain large parcel sizes by keeping land adjacent to urban areas in agricultural production prior to conversion to urban uses.

Policy 5a: Maintain the Limited Agriculture or General Agriculture designation until all feasible alternative locations for urban uses have been developed.



Objective 5.2: Prevent the division of agricultural land into parcels less than ten acres in size within the urban fringe and areas designated Limited Agriculture.

Policy 5b: Continue to use Williamson Act contracts on all prime agricultural land within 3 miles of city and rural community boundaries, except as provided in Policy 9a.

Policy 5c: Designate all land outside Urban and Rural Community areas as Limited Agriculture, General Agriculture, or Exclusive Agriculture.

Objective 5.3: Allow lot line adjustments between parcels which do not have the minimum site area when it facilitates better land utilization.

Policy 5d: The common property line between two adjacent parcels, where at least one of the parcels contain an area less than the minimum parcel area required for that zone district, may be adjusted so that territory may be transferred from one parcel to the other if the following findings can be made:

- A. No new parcels are created.
- B. Where individual water supply or individual sewage waste disposal systems are to be utilized on the sites, the smallest parcel shall not be diminished to less than one (1) acre in area.
- C. No health or safety problems are likely to occur from the transfer.
- D. The transfer of the territory from one parcel to the other is accomplished by a "lot line adjustment" pursuant to Article VII of the Kings County Subdivision Ordinance (Chapter 21 of the Kings County Code of Ordinances).
- E. If one or both parcels are subject to a California Land Conservation (Williamson) Act of 1965 contract, the adjusted parcels will still comply with the provisions of the Act and the contract.
- F. No parcel that currently conforms to the minimum parcel size shall be reduced in area to less than the minimum parcel area required for that zone district.

2. Mitigation of Conflicts Between Agricultural and Nonagricultural Uses

In the past, small residential lots have been created on the urban fringes and in some agricultural areas, resulting in

conflict between agricultural and nonagricultural uses. Complaints by residents about customary farming practices have sometimes prevented farming in the most effective way.

GOAL 6: Support agriculture by preserving the right of farmers to operate efficiently, based on customary and usual agricultural practices.

Objective 6.1: Define agriculture as the highest and best use in agricultural areas.

Policy 6a: Define the primary use of parcels designated for agricultural use as agriculture and related support services and uses. In these areas permit only those residential uses which are accessory to agricultural uses.

Policy 6b: Facilitate the reversion to acreage of "paper subdivisions" in the county.

Policy 6c: Encourage abandonment of little used public roads in sparsely settled rural areas.

Policy 6d: Adopt a "Right to Farm" ordinance and publicize its contents to property owners in areas designated for agricultural use.

3. Commercial and Industrial Uses in Agricultural Areas



Agricultural activities require a variety of related services. Some are appropriate for location in agricultural areas, depending upon their connection to agriculture, the

potential for conflicts in land use, the scale and adaptability of the service, and the amount of land lost to farming.

GOAL 7: Allow related agricultural support services to locate in areas designated General Agriculture.

Objective 7.1: Restrict agricultural support services to those services which are not harmful to long-term agricultural or future urban use, and which are located on land designated General Agriculture.

Policy 7a: Allow permanent agricultural service and processing facilities in areas designated General Agriculture. This does not include Exclusive Agricultural designated "Open Space for Public Safety" around the Lemoore Naval Air Station.

4. Farm Housing

Elements establish agricultural housing policies to meet the various needs of farmers and farm employees.

Farm management sometimes requires on-site housing for farmers and farm employees. The Land Use and Housing

GOAL 8: Ensure that housing located on farmland is for the use of those engaged in farming. Encourage the construction of seasonal farm employee housing as needed.

Objective 8.1: Permit on-site incidental farm employee housing.

Policy 8a: Base the number of agricultural housing units permitted per farm on the nature, intensity, and employment needs of the agricultural use of that farming operation.

Policy 8b: Require the location of agricultural employee housing in a manner that minimizes the effect on agricultural productivity, but not to the detriment of the occupants of the housing.

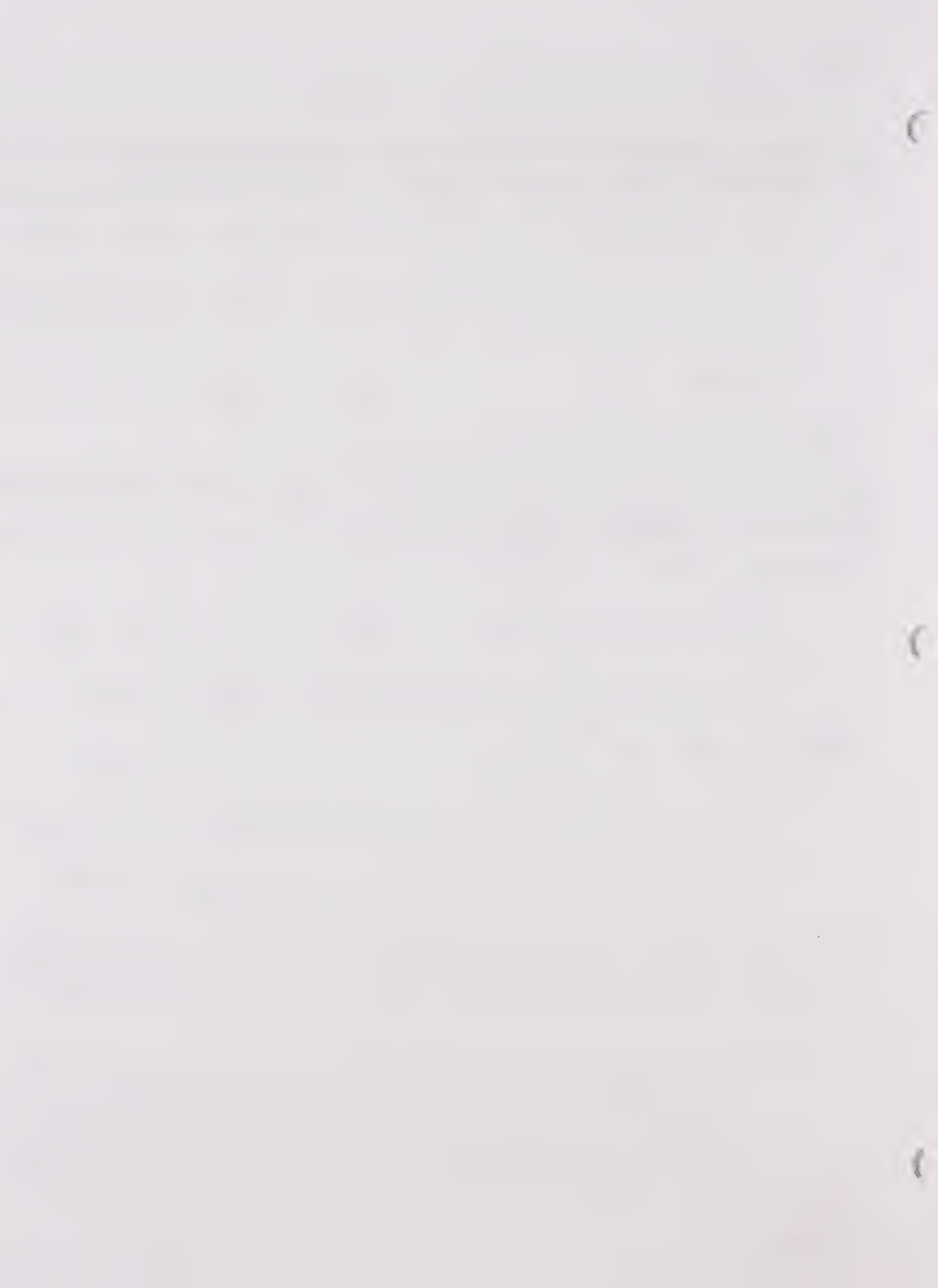
Objective 8.2: Support nonprofit organizations in their efforts to provide safe and adequate housing for farm employees.

Policy 8c: Assist local agencies such as the Kings County Housing Authority in developing programs for financing and building farm employee housing, as indicated in the Housing Element.

Policy 8d: Develop County specifications for temporary seasonal dormitory housing, mobile homes, and recreational vehicle "parks" for temporary farm employees and migrant workers.

Objective 8.3: Family farming may include two or more generations farming the same land. Additional housing units may be allowed in those cases where more than one generation is actively engaged in farming the land. This may be accomplished through a special permit process consistent with the goal that a residential use on farmland is incidental to the farming operation and is exclusively for the use of those who are actively engaged in farming the land.

Policy 8e: Allow divisions and transfers of land that create homesites of not less than one (1) acre in size, between immediate family members who are actively engaged in farming the subject land. Such a division shall include restrictions that tie the new parcel to the parent parcel by the use of recorded declarations of intent that the new parcel is not for sale to another party. In addition, parcels that are restricted by a California Land Conservation (Williamson Act) Contract will be required to record joint management agreements. Such agreements and declarations shall include an acknowledgment that there will be penalties for unlawful conveyance of undersize parcels and that the parent parcel contains at least the



minimum area required in the zone district in which it is located. The only exception permitted is where the parent parcel is smaller than the required minimum site area in its zone but is part of a larger farming operation owned by the applicant that includes another separate parcel with at least the minimum site area.

Policy 8f: Allow the division of the actual residence of a retiring farmer from the remainder of the land that is actually farmed on a commercial basis, to enable the farmer to retain his or her farm home separate from the agricultural acreage, as long as the acreage of the parcel prior to the division has been continuously owned by the divider for at least the last seven (7) years or other time period as may be required by law, whichever is the greater, and the parcel before the division contains at least a minimum area of ten acres. The parcel that is retained shall be not less than one (1) acre in size. This policy does not apply to parcels zoned Agricultural, but used primarily as rural residential (even when there is a “hobby farm” incidental to the residential use); or would create a new parcel that would primarily be used as rural residential rather than for farming purposes. This policy assumes that the absolute minimum parcel size necessary to farm on a commercial basis is seven and one-half (7½) acres, and that homesites are generally not larger than two and one-half (2½) acres in size. However, when there is a proposed division of land for the purpose of creating a homesite for a retiring farmer on land which is restricted by the California Land Conservation (Williamson) Act of 1965, said proposed division is subject to all the following conditions and limitations:

- A. The homesite parcel which will be created must have an existing residence which has been on the property for at least 5 years.
- B. The landowner must have owned the property for at least 10 years.
- C. The remaining parcels shown on the map must be at least 10 acres in size if the land is prime agricultural land, and at least 40 acres in size if the land is not prime agricultural land.
- D. The homesite parcel shall not be less than 1 acre in size.

Policy 8g: Allow divisions that create financing parcels of not less than one (1) acre in size for financing agricultural-related projects and housing incidental to agricultural uses, but which are not intended for sale or transfer and which will remerge with the parent parcel upon completion of the financing agreement. Financing parcels shall not be required to have a parent parcel of the minimum size required for their zone district. Such parcels may be separated from the parent parcel only if the parcel is acquired into excess status by a lender pursuant to a bona fide involuntary foreclosure or similar involuntary process of law, including but not limited to a deed in lieu of foreclosure.

Policy 8h: When a new homesite parcel, or parcels, is created pursuant to Policy 8e and 8f above, and: 1) it is restricted by a Williamson Act contract, and 2) it is less than 10 acres in size for prime land, or 40 acres for non prime land; the divider is encouraged to record a notice of non-renewal to remove the new homesite parcel from the Williamson Act contract, simultaneously with the parcel map that creates any such new homesite parcel.

5. Agricultural Preserves and Annexation

As cities and rural communities grow, some surrounding agricultural land will be converted to urban use. While preserving this land in agricultural use for as long as possible is in the public interest, doing so requires that the land not be taxed out of economic existence. Farmers can get some economic relief under the Williamson Act, which allows the County to assess property taxes based on the agricultural value, not the fair market value, of the land.

A Williamson Act contract requires the owner to keep the land in agricultural use for ten years; automatic annual extensions assure the indefinite continuation of the ten-year life of the contract.

Even when development to urban use is appropriate, it is difficult to cancel a contract under the terms of the Williamson Act. There are three possible methods of cancellation:

1. The preferred method is for either the County or the landowner to file a Notice of Nonrenewal, which becomes effective in nine to ten years.
2. The second, but less preferred, method is cancellation by the City Council immediately upon annexation if the contract was successfully protested by the annexing city.

3. The least preferred method is cancellation at the request of the landowner, conditional upon approval by the City Council or County Board of Supervisors. This method requires prior approval by the City Council or County Board of Supervisors of a specified alternative use and payment of a cancellation fee to the State.

Information is available from the County Planning Department regarding the Williamson Act status of land around the cities.

GOAL 9: Ensure that the protection afforded agricultural properties under the Williamson Act program does not foster discontinuous patterns of fringe area development on unprotected properties, causing urban sprawl.

Objective 9.1 In cooperation with the cities, identify areas where future annexation will have the least possible effect on Agricultural Preserve land.

Policy 9a: In cooperation with the cities and services districts, file Notices of Non-Renewal on contracted land within the urban fringes which has been identified as prime development land for the upcoming ten year period. The purpose is to direct growth according to the future needs of the community; to ensure a sufficient supply of land in locations where services are, or are planned to be, available; and to avoid discontinuous development patterns.

GOAL 9A: Restrict the locations where dairies may be located to those areas of the County where they are most compatible with surrounding uses and activities and environmental constraints as presented in the *Dairy Element*.

Objective 9A.1: Use specific standards to avoid potential land use conflicts through the site plan review (SPR) streamlined review process when approving new dairies and expansion of existing dairies.

Policy 9A.1a: Proposed new dairies and dairy stock replacement facilities, and expansions of existing dairies, may be approved through the SPR process if they meet all of the criteria in the *Dairy Element* concerning siting, design, operation, monitoring and reporting.

B. Rural Residential

The purpose of the Rural Residential land use designation is to recognize existing Rural Residential areas.

In order to eliminate new conflicts between agricultural and nonagricultural interests, the County will not designate additional areas for Rural Residential use except when a proposed change advances or protects another General Plan goal better than an agricultural designation.

GOAL 10: Prevent new conflicts between agricultural and nonagricultural interests while recognizing the rights of property owners in existing Rural Residential zones.

Objective 10.1: Prohibit the designation of new areas as "Rural Residential."

Policy 10a: Maintain but do not expand Rural Residential zoning in the communities of Grangeville, Hardwick, and Halls Corner, and in rural areas of the county.

Policy 10b: Protect Rural Residential zones from encroachment by potentially conflicting intensive agricultural uses by the use of the Limited Agriculture land use designation as a buffer.

Objective 10.2: Allow the development of areas designated by the General Plan and zoned Rural Residential.

Policy 10c: Permit minor development intended to make more efficient use of the land in existing Rural Residential zones, within the limits of the available services.

Policy 10d: Consider exceptions to this prohibition only in those instances where a Rural Residential designation clearly advances or protects another General Plan goal better than an agricultural designation. Assure that residents of such areas are assessed for the cost of additional service through zone-of-benefit assessments commensurate with the additional costs incurred in delivering services to locations not contiguous with existing urban, rural community, or rural residential areas.

C. Floodplain Management

Kings County maintains a floodplain management program based on information and maps published by the Federal Emergency Management Agency (FEMA) showing local areas subject to flood hazard (see Figure

11). Figure 11 shows the general floodplain areas as they exist in 1993; however, the latest published FEMA maps are the basis for applying floodplain management policies in Kings County, as implemented through Chapter 5A of the Kings County Code of Ordinances (Flood Damage Prevention).

IV. POLICIES FOR OTHER LAND USES

A. Hazardous Waste Facilities

Efforts to decrease the production of hazardous wastes help lessen the burden on existing hazardous waste management facilities, but additional disposal capacity is expected to be needed in the future in Kings County and throughout the state. For this reason, the Kings County General Plan was amended in 1990 to include the Kings County Hazardous Waste Management Plan (KCHWMP), which identifies policies as to specific sites and siting criteria for hazardous waste facilities. That document is not rescinded and is included herein by reference.

The KCHWMP describes the capacity of the Chemical Waste Management, Inc., Kettleman Hills hazardous waste management facility, located in Kings County near Kettleman City, which accepts hazardous wastes from most of the counties in California. It has adequate capacity for current operations.

The KCHWMP also identifies Kings County criteria and procedures for siting any further hazardous waste facilities that may be proposed. Such facilities are to be located in areas designated Heavy Industrial or General Agriculture (see Figure 3 and Table 12, for locations of lands so designated).

B. Mineral Extraction

Oil and gas production in Kings County has diminished over the past 25 years, and this trend is likely to continue. Oil and gas companies have in the past successfully restored wellsites to their original condition after use. They are encouraged to continue this practice. If they do

not, the County will develop regulations to ensure proper wellsite restoration.

There are no other types of mineral extraction in Kings County, except for excavation from "borrow pits" for sandy material used in road construction.

Previously, the only mineral mining operations in the county were a gypsum mine and an open pit mercury mine, but they have ceased operation. Open pit mining is regulated by the State Surface Mining and Reclamation Act, which requires a local permit and a reclamation plan. These requirements are implemented through the conditional use permit process of the County zoning ordinance.

C. Storm Drainage

In order to protect property from stormwater damage, Kings County maintains existing storm drainage facilities and requires storm drainage facilities in new development.

County policy as implemented through the "Kings County Improvement Standards" requires that new development in rural communities be consistent with existing Storm Drainage Master Plans.

It is also County policy that new development in the unincorporated urban fringe areas of Corcoran, Hanford, and Lemoore be consistent with those cities' existing storm drainage standards. Since the City of Avenal does not have an urban fringe, County floodplain management policies apply to areas outside the city boundaries of Avenal.

The County requires generally that, if a storm drainage system exists, developers connect to it. If a storm drainage plan has not been adopted for area services, developers are required to enter deferred agreements for the future construction of storm drainage improvements, and construct onsite stormwater containment facilities in the interim.

D. Public/Quasi-Public

The Public/Quasi-Public land use designation identifies sites which serve the public and are owned or operated by government agencies, non-profit entities, or public utilities.

Permitted uses include parks, schools, libraries, governmental facilities, cemeteries, airports, hospitals, sewage treatment plants, and waste management sites. These sites may be located in rural, urban fringe, or rural community areas (see Figure 3, and Table 12, for locations of waste treatment and disposal sites).

E. Areas Outside Kings County Jurisdiction

Land within the boundary of an incorporated city, the Lemoore Naval Air Station, and Santa Rosa Rancheria are outside the jurisdiction of this General Plan.

F. Other Non-Agricultural Open Space Uses

The agricultural area of the county may provide appropriate areas for certain predominantly open uses of land which are not injurious to agricultural uses but which may not be harmonious with the more densely populated urban areas and rural communities of the county. Such uses may include waste management facilities; wastewater treatment facilities; and communication towers, antennas, and satellite dishes. Such activities shall be regulated as conditional uses. Additional uses may include power generation facilities. Thermal, wind, and solar photovoltaic electrical generating facilities, that commercially produce power for sale, shall be regulated as conditional uses. Cogeneration and hydroelectric generating facilities shall be regulated as conditional uses except as set forth in the following paragraph.

The installation of cogeneration equipment with a capacity of 50 megawatts or less at existing facilities shall be regulated as permitted uses, subject to issuance of a site plan review, that are categorically exempt pursuant to Section 15329 of the CEQA Guidelines. In addition, the installation of hydroelectric generating facilities, with a capacity of 5 megawatts or less, in connection with existing dams, canals, and pipelines shall be regulated as permitted uses, subject to issuance of a site plan review, that are categorically exempt pursuant to Section 15328 of the CEQA Guidelines.

V. IMPLEMENTATION

Land Use Program 1:

Publish informational leaflets detailing County zoning regulations, for distribution to the public.

Land Use Program 2 (2002 Update):

Bring the Kings County Zoning Ordinance into conformance with *General Plan* policies, as follows:

- A. Consider changing zone district boundaries, or relying more heavily on administrative review rather than on the conditional use permit process, in order to streamline the planning process. Retain the opportunity for public review and comment on potentially significant projects.

- B. Continue to apply the "General Agriculture" (AG) zone to areas so designated on the General Plan map, with minimum parcel size as indicated (e.g., AG-20 and AG-40). Permit, or permit subject to administrative action, all agricultural uses in the AG zone. Require Conditional Use permits of all agricultural service industries, agricultural airports, and other commercial operations which are now permitted, or are permitted subject to administrative approval, in agricultural zone districts.

New and expanding dairies, and dairy replacement stock facilities activities, shall be reviewed and processed as site plan reviews consistent with the policies found in the *Dairy Element*.

- C. Apply the "Limited Agriculture" (AL) zone to areas so designated on the General Plan map, with a ten-acre minimum parcel size. Permit new non-intensive, temporary agricultural service activities and uses, such as kennels and veterinary hospitals, to locate in the AL zone. Do not approve uses for new livestock animal concentrations or agricultural service industries in new permanent structures and facilities within areas designated "Limited Agriculture."

Land Use Program 3:

Modify Agricultural Land Divisions to include Declarations of Intent, Acknowledgment of Penalties, and Joint Management Agreements, similar to Williamson Act procedures involving divisions between family members.

Land Use Program 4:

As expressed in Local Agency Formation Commission (LAFCO) "sphere of influence" policies and as required under state planning law, continue to consult with cities and community services districts concerning development proposals which may impact them in the long term. Seek referral from these agencies of their projects which are likely to impact the unincorporated fringe or the entire county.

Land Use Program 5:

Continue processing flood zone applications pursuant to the County's Flood Damage Prevention Ordinance.

Investigate application of a floodplain zone to areas identified in forthcoming Office of Emergency Services "Inundation Maps" and U.S. Department of Housing and Urban Development "Flood Prone Areas" maps. Revise land use policies if new evidence of susceptibility to flooding is received.

Land Use Program 6:

Modify the Agricultural Preserve (Williamson Act) program by designating areas of prime

agricultural land subject to premature urbanization within which preserves will be actively encouraged. Ensure that this modification does not open new land to development without conducting a review of the General Plan.

Land Use Program 7:

Review annexation proposals to assure that they are consistent with community service district and urban sphere of influence boundaries, and with General Plan land use designations.

Land Use Program 8:

Review proposed capital improvement plans for consistency with adopted General Plan policies.

Land Use Program 9:

Conduct an inventory of all County departments to identify regulatory requirements associated with the land use permitting process, including the appropriate contact person and their statutory jurisdiction.

Land Use Program 10:

Conduct a specific study with the City of Lemoore to address the area bounded by Houston (D Avenue), State Highway 198, and the Lemoore Canal. This area is a community entrance which historically has not been uniformly intensively farmed, and includes small lots and "spot" zoning.

Land Use Program 11 (2002Update):

Implement the *Dairy Element* of the *Kings County General Plan*.

Land Use Program 12:

Conduct a land use study of the land on the east side of State Highway 41, between 1/2 mile south of Grangeville Boulevard and the Kings Rest Motel (south of Halls Corner), to determine the best land use designation for this area.

TABLE 12
KINGS COUNTY WASTE SITES
(left side of book, across from Fig. 3)

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The next page is LU-19}

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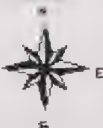
FIGURE 3 KINGS COUNTY LAND USE MAP



Map prepared by

Kings County Planning Agency
December 19, 2000

1400 W. Lacey Boulevard, Hanford, CA 93230 (559) 582-3211 ext. 2670



LEGEND

Land Use Designation:

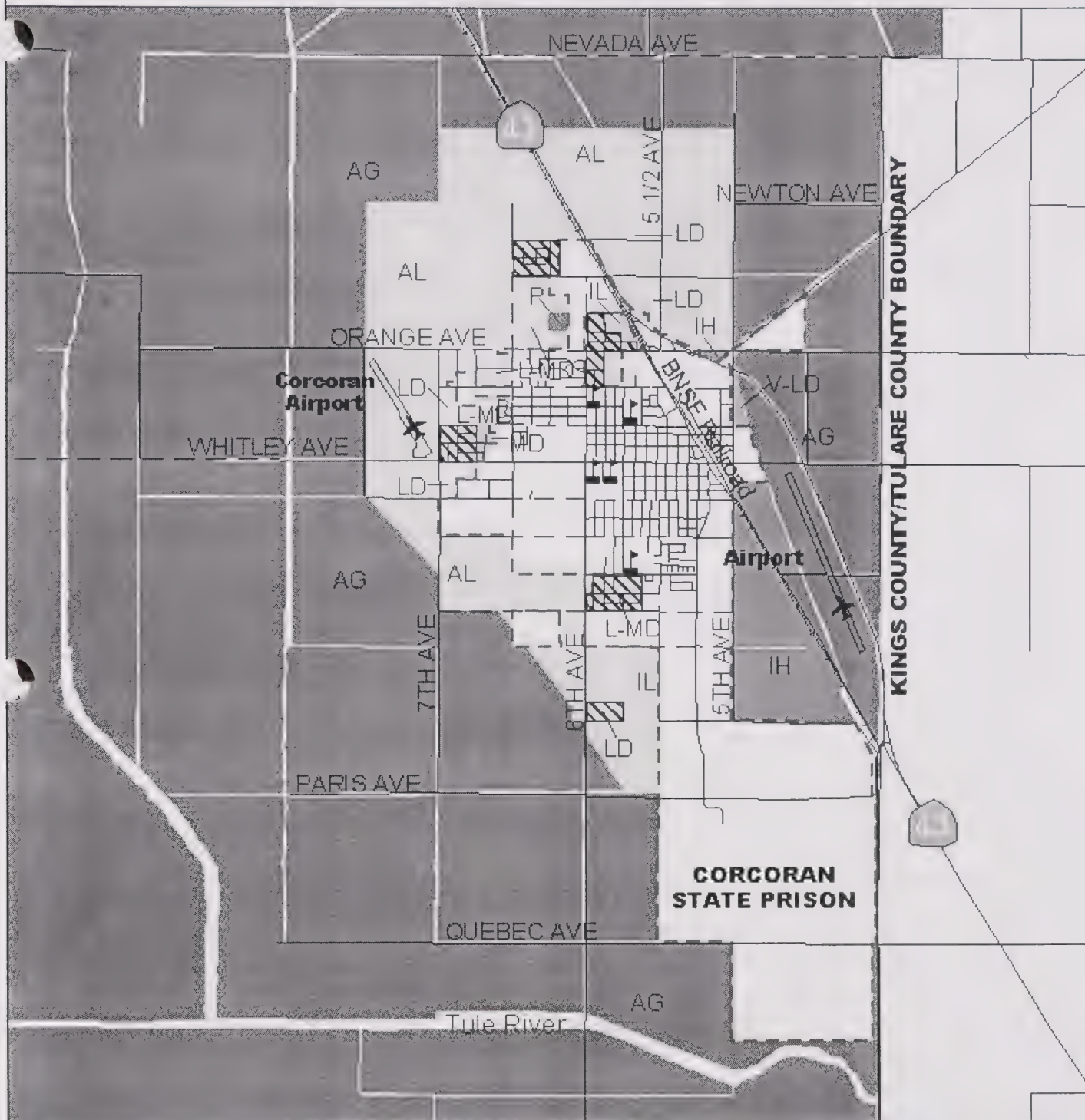
- Limited Agriculture (AL)
- General Agriculture (AG20)
- General Agriculture (AG40)
- Exclusive Agriculture (AX)

- School Site
- Urban Boundary
- Waste Disposal & Treatment Sites
- Transportation Commercial (CT)

Circulation:

- Minor Road
- Minor Arterial
- Interstate
- Freeway
- Expressway
- Collector
- Arterial
- Railroad

FIGURE 4 LAND USE MAP OF CORCORAN FRINGE

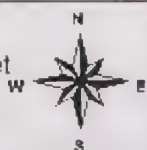


Map prepared by

Kings County Planning Agency
December 12, 2000

1400 W. Lacey Boulevard, Hanford, CA 93230 (559) 582-3211 ext. 2670

3000 0 3000 6000 9000 Feet



LEGEND

Land Use Designation:

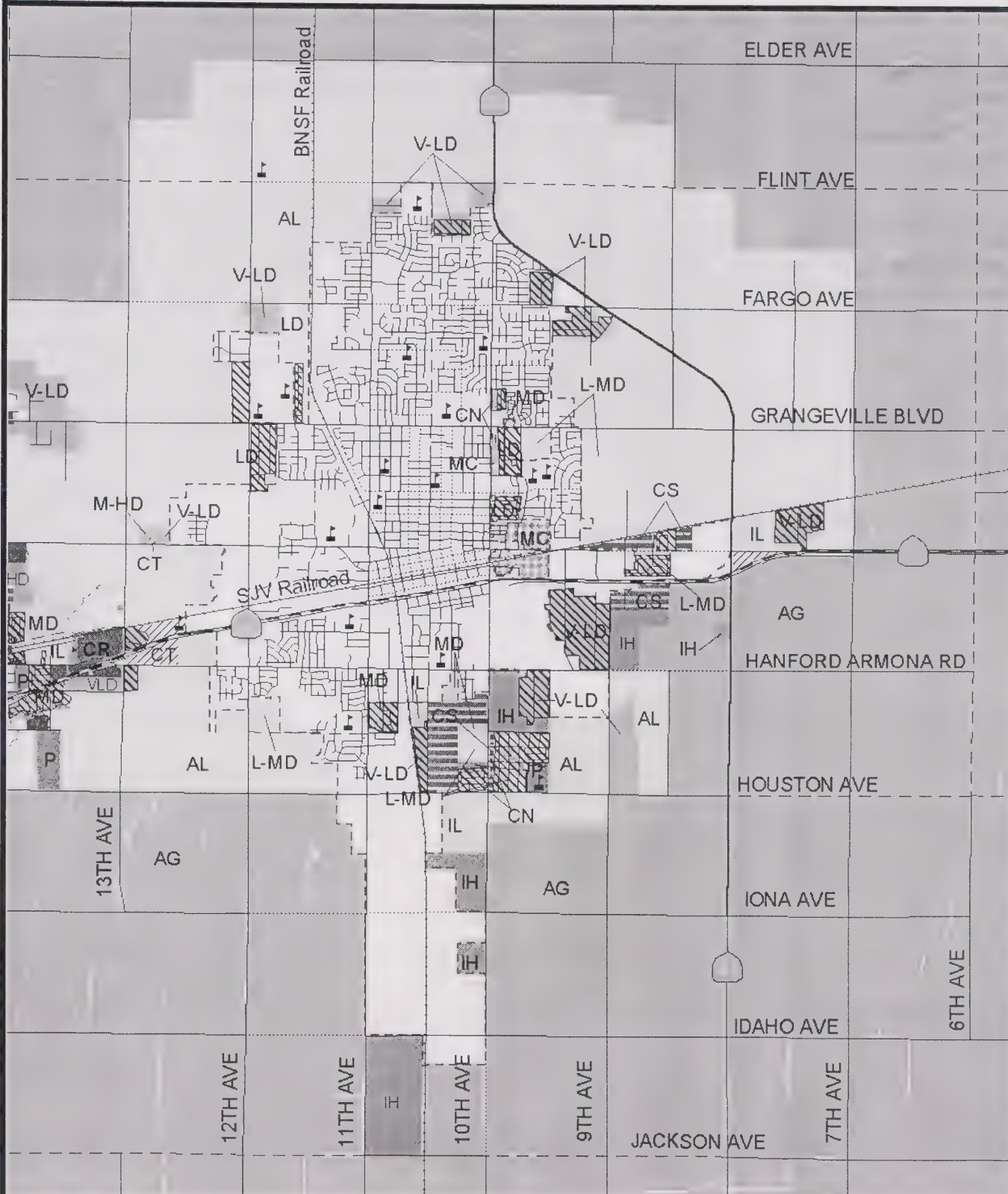
- Corcoran City Limit
- Limited Agriculture (AL)
- General Agriculture (AG40)
- Heavy Industrial (IH)
- Light Industrial (IL)
- Low Density Residential (LD)
- Low Medium Density Residential (L-MD)
- Medium Density Residential (MD)
- Very Low Density Residential (V-LD)

- Public/Quasi Public (P)
- Substantially Developed Fringe Areas
- School

Circulation:

- Minor Road
- Minor Arterial
- Interstate
- Freeway
- Expressway
- Collector
- Arterial
- Railroad

FIGURE 5 LAND USE MAP OF HANFORD FRINGE

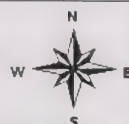
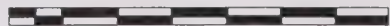


Map prepared by

Kings County Planning Agency
November 29, 2000

1400 W. Lacey Boulevard, Hanford, CA 93230 (559) 582-3211 ext. 2670

0 1 0 0.1 0.2 0.3 0.4 0.5 0.6 Miles



Land Use Designation:

- Hanford City Limit
- Limited Agriculture (AL)
- General Agriculture (AG20)
- Heavy Industrial (IH)
- Light Industrial (IL)
- Very Low Density Residential (V-LD)
- Low Density Residential (LD)
- Low-Medium Density Residential (L-MD)
- Medium Density Residential (MD)
- Medium-High Density Residential (M-HD)
- High Density Residential (HD)
- Multiple Commercial (CM)
- Neighborhood Commercial (CN)
- Rural Commercial (CR)

LEGEND

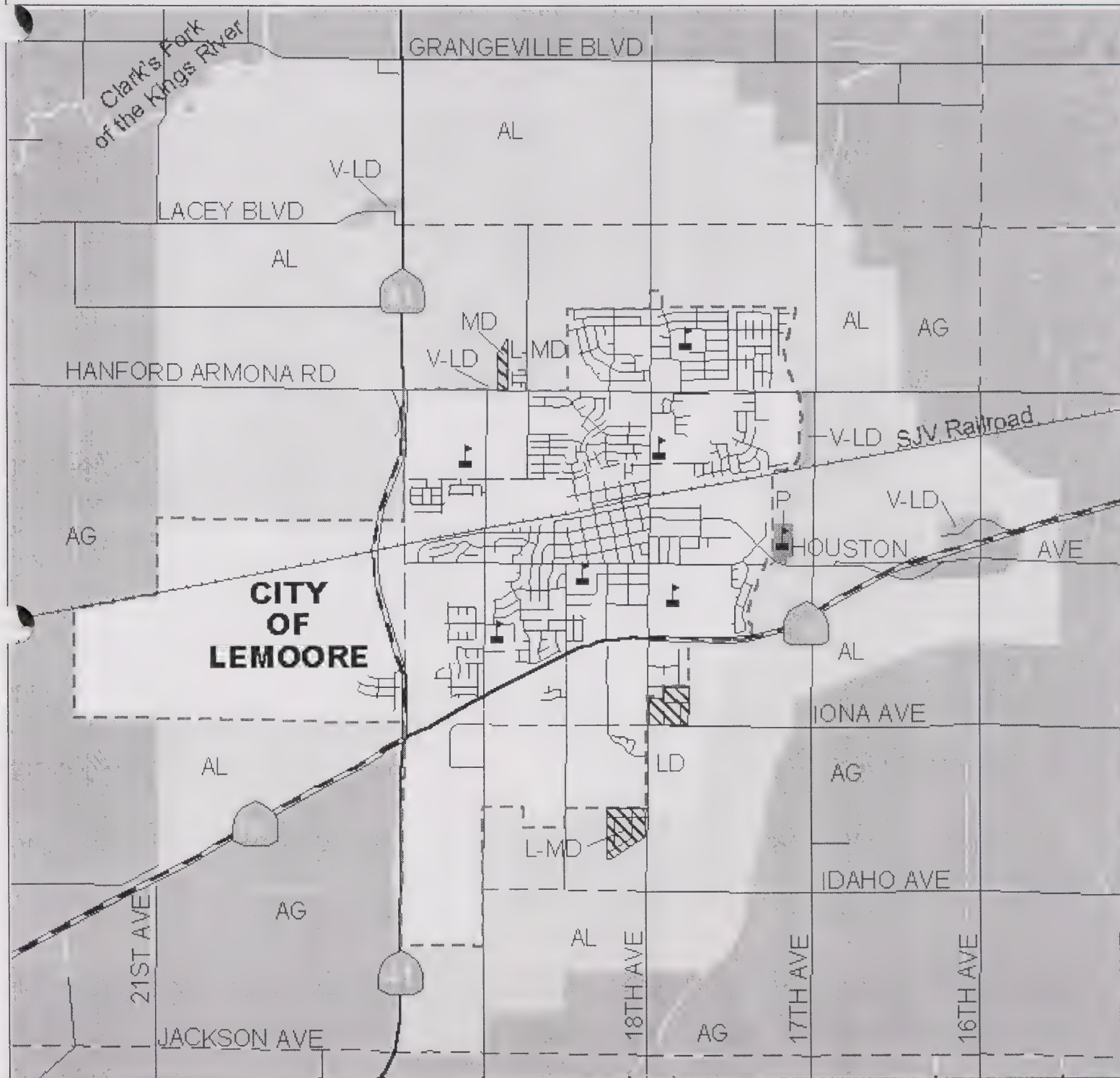
- Service Commercial (CS)
 - Transportation Commercial (CT)
 - Public/Quasi Public (P)
 - Natural Resource Conservation (NRC)
 - Substantially Developed Fringe Areas
 - School
- Circulation:**
- Minor Road
 - Expressway
 - Minor Arterial
 - Collector
 - Interstate
 - Arterial
 - Freeway
 - Railroad

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(

(

FIGURE 6 LAND USE MAP OF LEMOORE FRINGE



Map prepared by

Kings County Planning Agency
December 12, 2000

1400 W. Lacey Boulevard, Hanford, CA 93230 (559) 682-3211 ext. 2670

0.5 0 0.5 1 1.5 Miles



LEGEND

Land Use Designation:

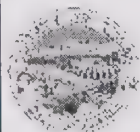
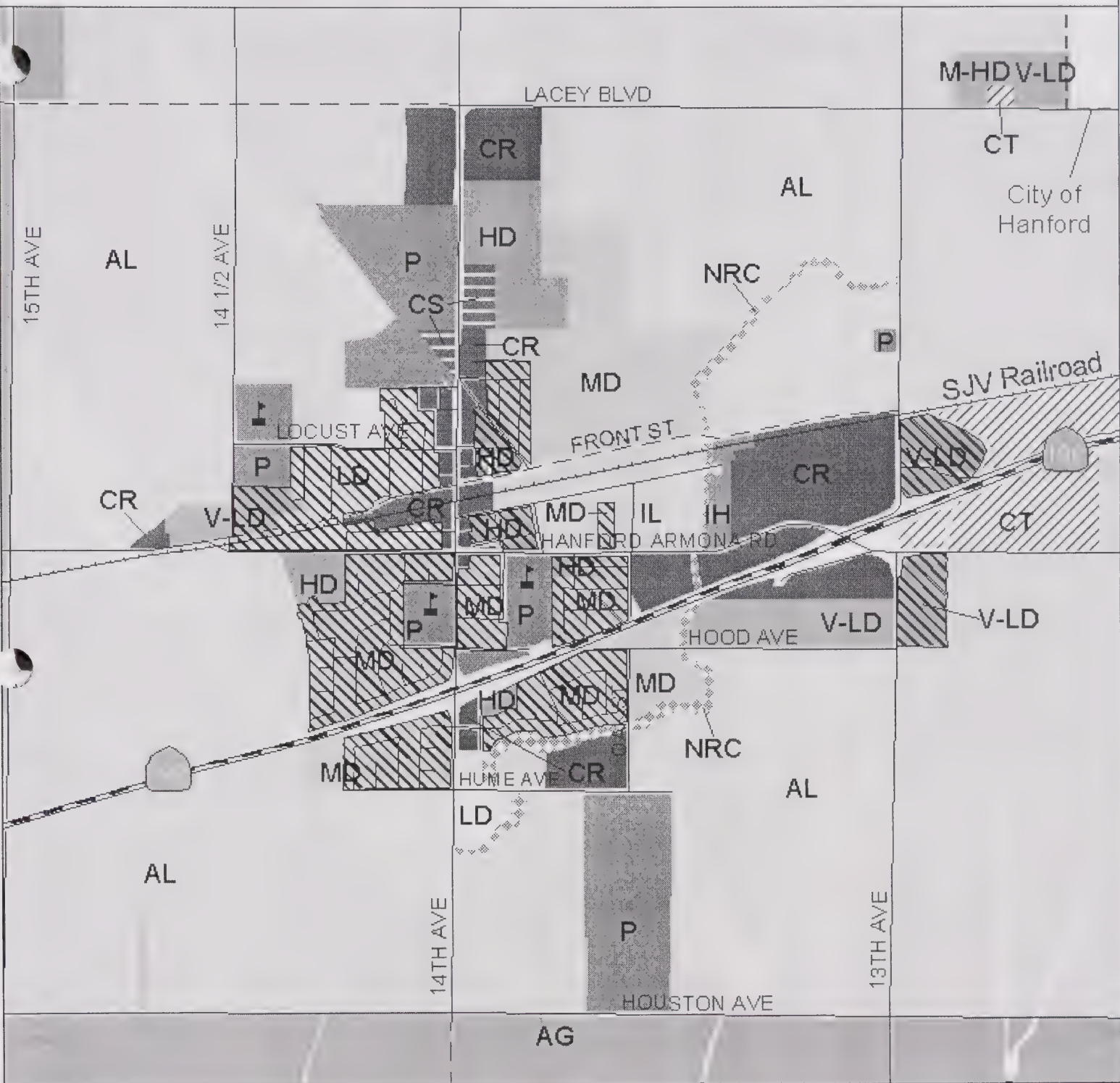
- Lemoore City Limit
- Limited Agriculture (AL)
- General Agriculture (AG20)
- Low Density Residential (LD)
- Low Medium Density Residential (L-MD)
- Medium Density Residential (MD)
- Medium High Density Residential (M-HD)
- High Density Residential (HD)
- Very Low Density Residential (V-LD)

- Public/Quasi Public (P)
- Substantially Developed Fringe Areas
- School

Circulation:

- Minor Road
- Minor Arterial
- Interstate
- Freeway
- Expressway
- Collector
- Arterial
- Railroad

FIGURE 7 LAND USE MAP OF ARMONA

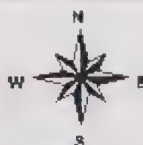


Map prepared by

Kings County Planning Agency
December 15, 2000

1400 W. Lacey Boulevard, Hanford, CA 93230 (559) 582-3211 ext. 2670

0.2 0 0.2 0.4 Miles



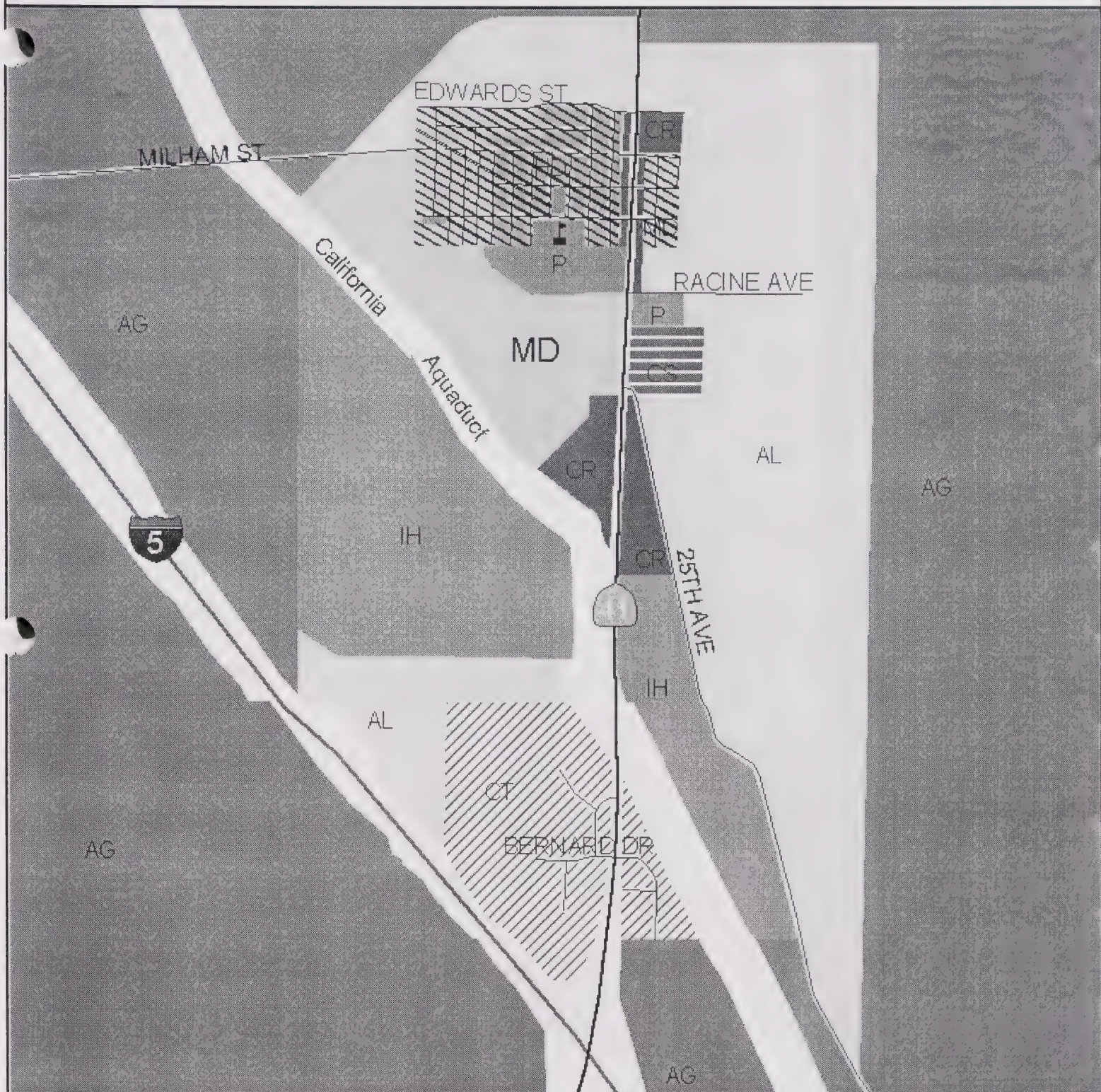
Land Use Designation:

- Limited Agriculture (AL)
- General Agriculture (AG20)
- Heavy Industrial (IH)
- Light Industrial (IL)
- Low Density Residential (LD)
- Medium Density Residential (MD)
- High Density Residential (HD)
- Very Low Density Residential (V-LD)
- Rural Commercial (CR)
- Service Commercial (CS)
- Transportation Commercial (CT)

LEGEND

- Public/Quasi Public (P)
 - Natural Resource Conservation (NRC)
 - Substantially Developed Fringe Areas
 - Hanford City Limit
 - School
- ### Circulation:
- Minor Road
 - Minor Arterial
 - Interstate
 - Freeway
 - Expressway
 - Collector
 - Arterial
 - Railroad

FIGURE 8 LAND USE MAP OF KETTLEMAN CITY



Map prepared by

Kings County Planning Agency
October 17, 2000

1400 W. Lacey Boulevard, Manteca, CA 95230 (550) 582-3211 ext. 2670

0.1 0 0.1 0.2 0.3 0.4 0.5 Miles



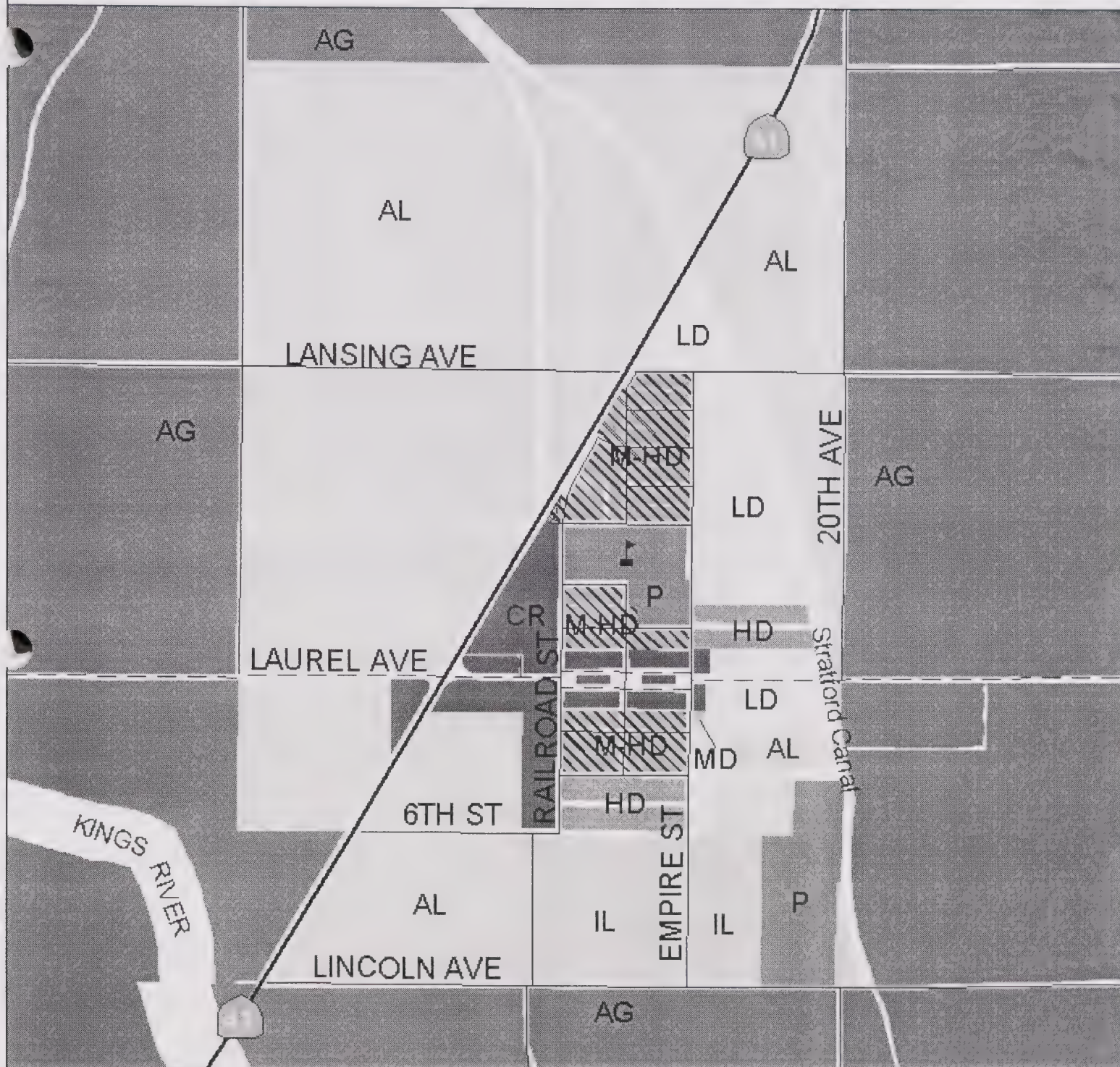
Land Use Designation:

- Limited Agriculture (AL)
- General Agriculture (AG40)
- Heavy Industrial (IH)
- Medium Density Residential (MD)
- High Density Residential (HD)
- Rural Commercial (CR)
- Service Commercial (CS)
- Transportation Commercial (CT)
- Public/Quasi Public (P)

LEGEND

- Substantially Developed Fringe Areas
- School
- Circulation:**
 - Minor Road
 - Minor Arterial
 - Interstate
 - Freeway
 - Expressway
 - Collector
 - Arterial

**FIGURE 9
LAND USE MAP OF STRATFORD**

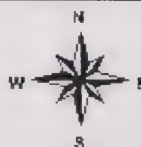
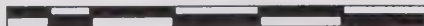


Map prepared by

**Kings County Planning Agency
November 29, 2000**

1400 W. Lacey Boulevard, Hanford, CA 93230 (559) 582-3211 ext. 2670

0.1 0 0.1 0.2 0.3 0.4 Miles



LEGEND

Land Use Designation:

- Limited Agriculture (AL)
- General Agriculture (AG40)
- Light Industrial (IL)
- Low Density Residential (LD)
- Low Medium Density Residential (L-MD)
- Medium Density Residential (MD)
- Medium High Density Residential (M-HD)
- High Density Residential (HD)
- Rural Commercial (CR)
- Public/Quasi Public (P)

Substantially Developed Fringe Areas

School

Circulation:

- Minor Road
- Minor Arterial
- Interstate
- Freeway
- Expressway
- Collector
- Arterial

FIGURE 10 LAND USE MAP OF GRANGEVILLE

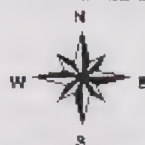


Map prepared by

Kings County Planning Agency
December 12, 2000

1400 W. Lacey Boulevard, Hanford, CA 93230 (559) 582-3211 ext. 2670

0.2 0 0.2 0.4 Miles



LEGEND

Land Use Designation:

- Limited Agriculture (AL)
- General Agriculture (AG20)
- Low Density Residential (LD)
- Low Medium Density Residential (L-MD)
- Medium Density Residential (MD)
- Medium High Density Residential (M-HD)
- High Density Residential (HD)
- Very Low Density Residential (V-LD)
- Rural Commercial (CR)

- Public/Quasi Public (P)
- Substantially Developed Fringe Areas

School

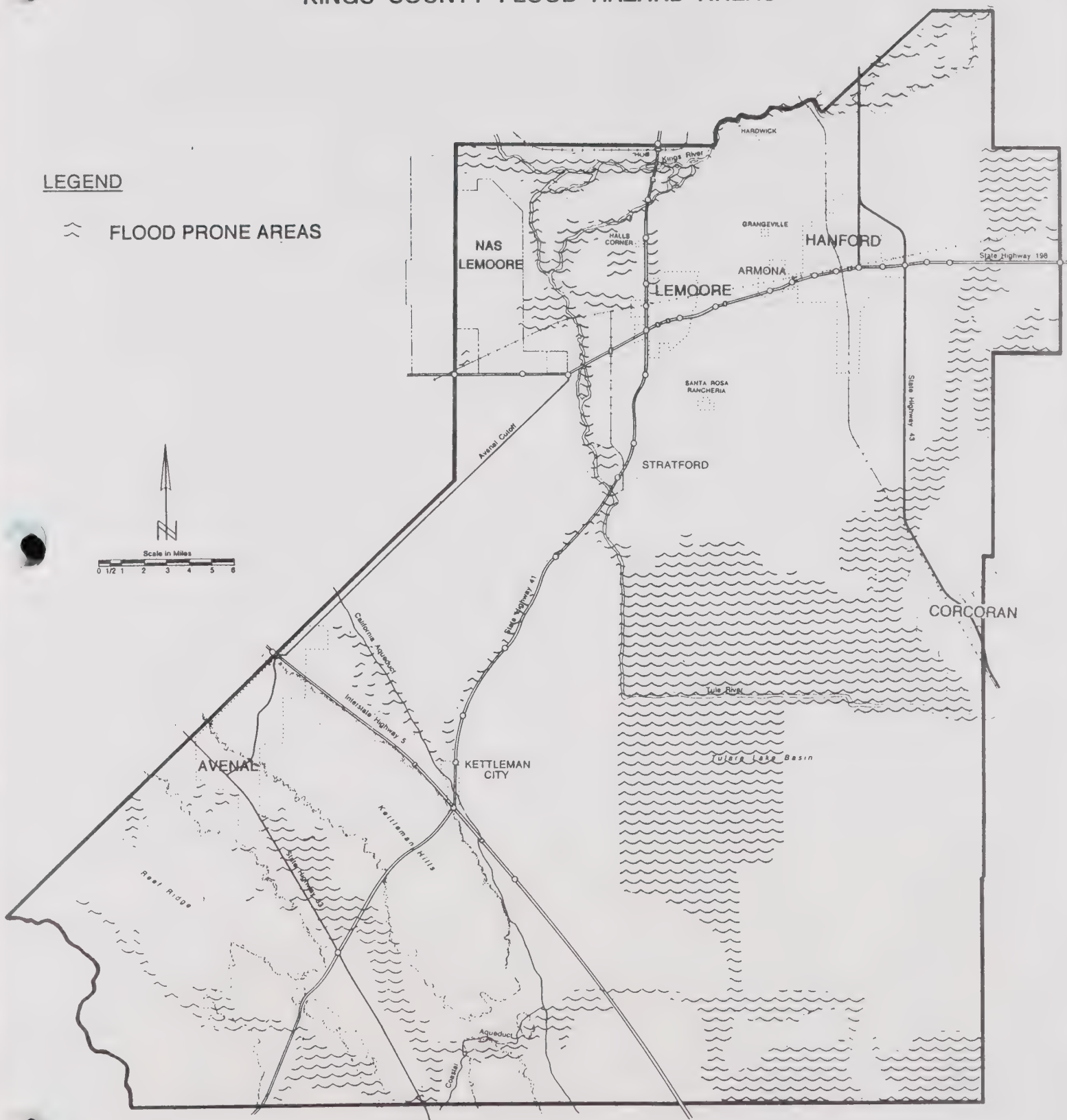
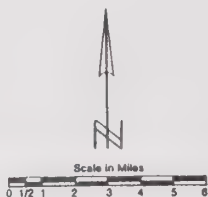
Circulation:

- Minor Road
- Minor Arterial
- Interstate
- Freeway
- Expressway
- Collector
- Arterial

Figure 11
KINGS COUNTY FLOOD HAZARD AREAS

LEGEND

~ FLOOD PRONE AREAS



Source: Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map, Community Panel No. 06086 0001-0425, dated August 4, 1988

RESOURCE CONSERVATION ELEMENT

I. INTRODUCTION

A. Purpose

Resource Conservation Element policies promote sustained economic health through long-term resource protection and cooperation between local agencies in attaining environmental objectives.

B. Consistency with Other Elements

The Resource Conservation Element is consistent with the Land Use and Open Space Elements in that all three seek to conserve and maintain the long-term productivity of natural resources.

C. Scope and Organization

The Resource Conservation Element addresses the conservation of water; air quality; soil and agricultural land; nonagricultural plant and wildlife communities; minerals and energy; and solid waste management, source reduction, and recycling.

The Resource Conservation Element does not address forests, fisheries, or geothermal energy since these resources are not present in Kings County.

II. WATER

The most important element for the economic survival of Kings County is the availability, beneficial use, and conservation of its water. A major portion of Kings County has been identified by the California Department of Water Resources as having a critical groundwater overdraft condition. Average rainfall in the area is ten inches per year, although drought conditions may further decrease this figure.

Approximately thirty-two percent of the 1.4 million acre feet of water used annually in Kings County for all purposes is obtained from groundwater. Groundwater is replenished from natural precipitation, stream and creek flows, imported water, and underground flows which

vary annually depending on hydrologic conditions.

The "Natural Resource and Conservation" land use designation includes only that land which is environmentally sensitive due to the existence of natural watercourses, drainage basins, sloughs, vernal pools, alkali sinks, moist swales, springs, and other seasonal wetlands; or other natural lands containing water features. The designation provides permanent open space to protect these watercourses from the proliferation of growth, and thereby protect water quality. Its policies apply equally to lands under public and private ownership.

GOAL 11: Beneficially use, conserve, and protect water resources to assure an adequate long-term supply of water.
--

Objective 11.1: Avoid the placement of potential pollution sources in areas that have the potential to foster groundwater recharge.

Policy 11a: Cooperate with local agencies in the preservation and purchase of natural sloughs for use as water recharge and drainage basins.

Objective 11.2: Protect groundwater quality by applying development standards which seek to prevent pollution of surface or groundwater and net loss of natural water features.

Policy 11b: Require subdivisions to connect to the sewer and water services of a city or community services district.

Policy 11c: Support measures to ensure that water users do not unreasonably use groundwater resources.

Policy 11d: Protect groundwater by requiring the installation of wells in conformity with the California Water Code, the Kings County Well Ordinance, and other pertinent state and local requirements.

Policy 11e: Work with other municipalities to acquire surface water as mitigation and offset for future urban growth.

GOAL 12: Protect the Kings River.

Objective 12.1: Maintain the existing Kings River water conveyance system and its use as a designated floodway; encourage the preservation of riparian habitat along the Kings River consistent with state and federally mandated flood control purposes.

Policy 12a: Classify the Kings River channel as a designated floodway pursuant to its adoption as such by the State Reclamation Board in 1971. Recognize the Kings River Conservation District's responsibility to maintain the Kings River channels and levees for flood control purposes. On land within the floodway, allow farming and other uses that are consistent with the designated floodway regulations of the State Reclamation Board.

Policy 12b: Apply the "Natural Resource and Conservation" land use designation along the Kings River and in environmentally sensitive areas having existing natural watercourses, drainage basins, sloughs, or other natural water features. The only permitted uses on land so designated include uses such as flood control channels, water pumping stations, irrigation ditches, water recharge basins, limited open public recreational uses such as passive riverside parks, related incidental structures, and agricultural crop and livestock production that does not include permanent structures. The application of this designation shall be subject to administration of the encroachment permit process by the Kings River Conservation District for areas along the Kings River designated floodway.

III. AIR QUALITY

Pollution comes from many sources, including residential, industrial, transportation, and

agricultural activities; transport from other regions; and natural conditions. The San

Joaquin Valley is susceptible to air pollution, especially when pollutants are concentrated during temperature inversions. Significant contributors to San Joaquin Valley air pollution include the region's geographic location and topographic features, climactic conditions, population growth, and economic activities.

Air pollution occurs in the form of particulates and gases. Particulates are generated mainly by construction, grading, and agricultural activities. Gases come primarily from industrial emissions and vehicle exhaust. During windy conditions dust is generated from disturbed and undisturbed ground and may be a major source of particulates.

The sources of air pollution can be either stationary or mobile. Mobile sources such as motor vehicles produce most nonparticulate air

pollution. Mobile source air pollution, regulated by the state, can be reduced through the use of Transportation Control Measures (TCM's) to improve traffic flow and reduce the number of vehicle trips. It can also be controlled through reduced commuting, as more jobs become available locally and more commuters share rides. The primary sources of stationary air pollution are agricultural and industrial activities, and residential wood stoves and fireplaces.

Kings County should conduct an Air Quality study in conjunction with the cities, under the auspices of the Kings County Regional Planning Agency. This document should be based on the model Air Quality Element prepared by the San Joaquin Valley Unified Air Pollution Control District and integrated into the General Plan as appropriate.

GOAL 13: Protect human health and preserve the environment by achieving good air quality.

Objective 13.1: Implement air quality standards that protect human health and prevent crop, plant, and property damage.

Policy 13a: Encourage the reduction of air pollution through increased use of public transit, park and ride lots, ridesharing and vanpooling, bicycles, and walking. Minimize single-occupant motor vehicle use. Encourage public and private agencies to provide satisfactory modes of public transit.

Policy 13b: Require that commercial and industrial development minimize air pollution emissions by using Best Available Control Technology (BACT).

Policy 13c: Refer development projects to the San Joaquin Valley Unified Air Pollution Control District as appropriate for their review and comment. Consider their suggestions and requirements as conditions of approval.

Policy 13d: When approving proposed changes in land use designations, require mitigation of air pollution emissions.

Policy 13e: Implement TCM's according to the timetable adopted by the San Joaquin Valley Unified Air Pollution Control District in their San Joaquin Valley Air Quality Attainment Plan, and as identified in the Kings County Regional Transportation Plan and described in the Circulation Element of this General Plan.

Policy 13f: Prevent the siting of potential sources of nuisance odors in the vicinity of residential areas or other sensitive land uses such as schools.

Policy 13g: Under the auspices of the Kings County Regional Planning Agency and in conjunction with the cities, conduct an air quality study. Base the resulting document on the model Air Quality Element prepared by the San Joaquin Valley Unified Air Pollution Control District, and integrate it into the General Plan as appropriate.

IV. SOIL

Soil resource policies, intended to maintain agricultural productivity, are administered largely by Resource Conservation Districts (RCD's) rather than by the County.

A. Conservation of Land with Soil Suitable for Agriculture

Important farmland soils are located throughout

Kings County, primarily on the San Joaquin Valley floor. Soil, climate, topography, and water availability combine to make Kings County a highly productive agricultural area. However, good agricultural land is often desirable for building sites since it is generally flat with few physical constraints, and is often located near existing expanding communities.

GOAL 14: Encourage the conservation of soil resources to protect their longterm agricultural productivity.

Objective 14.1: Conserve prime agricultural soils; avoid their conversion to nonagricultural use.

Policy 14a: Apply one of the three Agriculture land use designations to areas with productive and potentially productive agricultural soils and grazing land.

B. Preservation of Soil

Much of the irrigated land in the San Joaquin Valley is affected by salt, although the amount and type of salts varies depending on the type of soil and the amount of irrigation water used. The presence of salt in soil decreases the availability of water to a plant. Some plants can tolerate more salts than others. A knowledge of salt-tolerant plants is useful to match crops with growing conditions. Leaching is probably the best method used to control salt. Other methods include crop rotation, subsurface drains, and soil amendments.

Wind erosion is a problem on the west side of the Central Valley. Loss of topsoil as dust blown into the air contributes to the loss of crops, damage to the public health including the dissemination of spores causing Valley fever, automobile accidents, and damage to public facilities. Most wind erosion occurs between March and June. Soil can be protected from wind erosion by maintaining adequate growing vegetation, depositing crop residues to cover the soil, and maintaining adequate soil moisture from irrigation and tillage to keep the soil stable.

Goal 15: Encourage soil conservation and management practices that maintain the productivity of the soil.

Objective 15.1: Ensure that land use decisions are compatible with the control of soil erosion and the maintenance of soil quality.

Policy 15a: Require erosion control measures for any development involving construction or grading near waterways, or on land with slopes over 10 percent. Require that improvements such as roads and driveways be designed to retain natural vegetation and topography to the extent feasible.

V. NATURAL PLANT AND ANIMAL COMMUNITIES

A. Natural Plant and Animal Habitats

Natural habitat areas provide food and cover for wildlife species and are a vital part of the basic conservation principle. Birds, mammals, fish, reptiles, amphibians, and invertebrates depend upon favorable natural habitat for their survival.

The California Department of Fish and Game is a state trustee agency charged with managing and protecting fish and wildlife species and habitats, and sensitive plant and animal species which are

protected by state and federal law. Projects which result in adverse impacts to listed species must obtain a Fish and Game management

permit. Mitigation measures may be required to reduce project impacts on sensitive plants, animals, and habitats. More detailed information pertaining to Kings County is contained in the report, "Biological Resources Survey," summarized in Appendix 3 and incorporated in full herein by reference.

GOAL 16: Preserve land that contains important natural plant and animal habitats.

Objective 16.1: Require that development in or adjacent to important natural plant and animal habitats be consistent with the preservation of that habitat.

Policy 16a: Require development to locate on sites adjacent to previously developed areas. Require development in areas containing sensitive natural wildlife habitats or relatively undisturbed natural habitat to be developed consistent with state and federal guidelines.

Policy 16b: Prevent the net degradation of natural plant and wildlife habitat as required by state and federal law.

Policy 16c: If new development or other actions are likely to result in incidental take of any threatened or endangered animal species, require project applicants to consult with the California Department of Fish and Game and the United States Fish and Wildlife Service and to obtain appropriate authority for such take pursuant to Endangered Species Act requirements.

Policy 16d: Require developers to mitigate unavoidable significant adverse impacts on rare and endangered species and their habitat. Mitigation could include habitat improvement or protection, acquisition of other habitat, or payment to an appropriate agency to purchase, improve, or protect such habitat.

Policy 16e: Use Appendix 3 to the General Plan for guidance as to specific steps to be followed relating to the mitigation of impacts on wildlife habitat. Under these procedures development projects are required to work with the California Department of Fish and Game and the United States Fish and Wildlife Service to mitigate potential impacts to wildlife habitat.

1. Wetlands

Wetlands, or areas saturated with moisture such as freshwater marshes and vernal pools, provide habitat for many plant and animal species and serve as the base of a food chain which supports

numerous types of fish, birds, and mammals. Loss of wetlands destroys wildlife and decreases hunting, fishing, and recreational opportunities. If current reclamation and drainage practices continue, then the federal and state goal of preserving them may not be met.

GOAL 17: Maintain the quality of natural wetland areas identified by the California Department of Fish and Game and the United States Fish and Wildlife Service.

Objective 17.1: Maintain compatible land uses in natural wetland habitats designated by state and federal agencies.

Policy 17a: Follow state and federal guidelines for the protection of natural wetlands. Require developers to obtain authorization from the appropriate local, state, or federal agency prior to commencement of any wetland fill activities.

Policy 17b: Use the California Environmental Quality Act (CEQA) process to assess wetland resources; require mitigation measures for development which could adversely impact a designated wetland.

Policy 17c: Exempt prior converted wetlands from consideration as wetlands under the County planning process, except as required by state and federal regulations.

2. Riparian Environments

Areas along natural streams, or adjacent to other natural bodies of water, may be referred to as riparian environments. These areas offer wildlife a rich source of insect and plant food, shelter and

nesting sites, and water. The plant cover regulates water temperature and provides a nursery habitat for fish.

The riparian environment is especially vulnerable to fluctuations in the water supply. Practices which

control water flow or waterway vegetation can change the riparian environment while attaining essential water delivery and flood control functions for the public good.

Plants and trees serve as filters for sediment and pesticides, stabilize banks, and keep soils loose

and permeable, allowing aquifers below streams to be recharged. Elimination of natural plant communities along streams can increase surface runoff and siltation, creating a stream environment detrimental to fish.

GOAL 18 : Protect and manage riparian environments as valuable resources.

Objective 18.1: Ensure that, in development decisions affecting riparian environments, the conservation of fish and wildlife habitat and the protection of scenic qualities are balanced with other purposes representing basic health, safety, and economic needs.

Policy 18a: Designate the Kings River as a resource conservation area, implemented by use of the Natural Resource and Conservation zone district.

Policy 18b: Encourage the Kings River Conservation District to avoid substantial alteration of the Kings River channel and its riparian vegetation, consistent with their flood control responsibilities.

Policy 18c: Evaluate the potential impact on the riparian environment of proposed development adjacent to the Kings River, beyond the boundaries of the designated floodway. Conservation of fish and wildlife habitat and protection of scenic qualities should be the guiding principle.

Policy 18d: Prohibit development within riparian environments over which the County has jurisdiction. However, allow or consider for approval if it is determined that significant disturbance of the riparian environment would not occur, the following passive uses or activities:
Streamside maintenance for mandated flood control or water delivery purposes;
Road and utility line crossings;
Grazing and similar agricultural production activities not involving structures or cultivation;
Vegetation removal for integrated pest management programs under guidelines
Passive recreational uses such as riverside parks and bikeways

Policy 18e: Refer all discretionary permit applications for projects along the Kings River and Cross Creek to the appropriate local, state, and federal agencies for review and approval.

B. Threatened and Endangered Species

Plants help reduce surface runoff, retain soils and maintain streambanks, provide wildlife habitat, and maintain a healthy and diverse physical environment.

Conversion of land to urban use can seriously disturb native vegetation, force wildlife onto marginal lands, introduce non-native plant species, and in some cases prevent necessary natural wildfires.

Many plants and animals in danger of extinction due to the loss or alteration of their habitat are protected by state and federal law. These threatened and endangered plant and animal

species frequently provide essential links in the natural ecosystem.

Goal 19: Balance the protection of the County's diverse plant and animal communities with the County's economic needs.

Objective 19.1: Require mitigation measures to protect important plant and wildlife habitats.

Policy 19a: In the initial project review for development permits, complete the inquiry process outlined in Appendix 3 to determine whether the project is likely to have a significant adverse impact on any threatened or endangered species habitat locations, and to assure appropriate consideration of habitat preservation by development. Maintain current copies of California Department of Fish and Game and United States Fish and Wildlife Service maps showing locations of known threatened and endangered species habitat. If shown to be necessary, require the developer to consult with the California Department of Fish and Game, the United States Fish and Wildlife Service, and the United States Army Corps of Engineers as to potential impacts, appropriate mitigation measures, and required permits.

Policy 19b: Require as a primary objective in the review of development projects the preservation of healthy native oaks and other healthy native trees.

Policy 19c: Maintain to the maximum extent practicable the natural plant communities utilized as habitat by threatened and endangered species (see Appendix 3 for a listing and map of these plant communities).

C. Freshwater Recreational Fishing

Recreational fishing in Kings County occurs primarily along the banks of the Kings River, which is administered by the State Reclamation Board, and at three County-maintained locations along the California Aqueduct, near Kettleman City, and near the Avenal Cutoff (see the Open Space Element, Figure 14, for locations).

Agriculture, water diversion, and land development impact the Kings River and the California Aqueduct and can reduce recreational fishing resources. Sedimentation, loss of riparian vegetation, and streambank erosion can also damage recreational fishing habitat.

GOAL 20: Manage natural stream environments to provide protection for fish habitat.

Objective 20.1: Protect freshwater recreational fishing along the Kings River and the California Aqueduct by balancing agricultural and development needs with the protection of these resources.

Policy 20a: Encourage design of public and private projects which will minimize damage to the Kings River.

VI. MINERALS AND ENERGY

There are currently no mineral extraction activities occurring in Kings County. Previously, the only local mineral mining operations were an open pit gypsum mine and a mercury mine, but they have ceased operation. Open pit mining is regulated by the State Surface Mining and Reclamation Act, which requires a local permit and a reclamation plan. These requirements are implemented through the conditional use permit process of the County Zoning Ordinance.

Oil and gas production in Kings County has diminished over the past 25 years. This trend is likely to continue. The county's mild climate and agricultural economy make solar heating and waste-to-energy projects feasible. Sources of biomass, or raw material suitable for conversion to energy, could include manure from dairy operations and municipal waste at landfill sites.

GOAL 21: Encourage the development of energy sources, oil and gas production, and the extraction of mineral resources which do not degrade environmental quality.

Objective 21.1: Promote the development of alternative energy sources, including solar and biomass energy.

Policy 21a: Review proposed biomass energy projects through the conditional use permit process of the County Zoning Ordinance, and ensure that such projects meet all air quality requirements.

Policy 21b: Encourage developers to be innovative in providing landscaping that modifies microclimates, thus reducing energy consumption.

Objective 21.2: Provide for the development of mining and mineral extraction.

Policy 21c: Implement the Surface Mining and Reclamation Act by requiring all mining operations, including surface mining, to secure a Conditional Use Permit, pursuant to the Kings County Zoning Ordinance, prior to beginning any mining operation.

Objective 21.3: Encourage oil and gas companies to restore wellsites to their original condition after use.

Policy 21d: Additional restrictions in the General Agricultural areas of the county will not be imposed on oil and gas exploration as long as the oil companies involved continue to restore sites to their original condition after use.

VII. SOLID WASTE MANAGEMENT, SOURCE REDUCTION, AND RECYCLING

Policies pertaining to solid waste, source reduction, and recycling are identified in the Source Reduction and Recycling Element (SRRE) and the Household Hazardous Waste Element (HHWE) of the Kings

County Integrated Waste Management Plan, and are made a part of this element by reference (see Land Use Element, Table 12 and Figure 3, for information pertaining to waste disposal sites).

VIII. IMPLEMENTATION

Resource Conservation Program 1:

Follow the evaluation process outlined in the "Biological Resources Survey," summarized in Appendix 3 and incorporated into this General Plan by reference, to determine the need for biological assessments for discretionary permits on projects that may impact wetlands or the habitats of any of the special status plant or animal species that occur in Kings County.

Resource Conservation Program 2:

Require environmental assessments to address in detail the effects of proposed projects on affected species or natural areas.

Resource Conservation Program 3:

Critically review environmental impact reports prepared by other agencies for projects in resource conservation areas.

Emphasize the finite nature of agricultural lands and the cumulative impact of irreversible decisions. Insist on knowledgeable preparation and qualified review of impact reports for major projects which affect land use, air quality, water use and quality, plant and wildlife habitat, and human health.

Resource Conservation Program 4:

Improve local air quality through reduced use of motor vehicles. Implement mandatory Transportation Control Measures as part of project mitigation measures. Implement ridesharing and other mandatory air quality improvement measures. Implementation of these measures is coordinated through the San Joaquin Valley Unified Air Pollution control District and Kings county regional Transportation Planning Agency.

Resource Conservation Program 5:

Encourage reversion to acreage of nonconforming undeveloped parcels in rural areas.

Resource Conservation Program 6:

(Removed from the General Plan by General Plan Amendment 96-01, August 27, 1996.)

Resource Conservation Program 7:

Staff recommends that after adoption of the General Plan, Kings County conduct an Air Quality study in conjunction with the cities, under the auspices of the Kings County Regional Planning Agency. This document should be based on the model Air Quality Element prepared by the San

Joaquin Valley Unified Air Pollution Control District
and integrated into the General Plan as
appropriate.



OPEN SPACE ELEMENT

I. INTRODUCTION

A. Purpose

Open space land is a limited and valuable resource which must be conserved wherever economically and physically possible. The purpose of the Open Space Element is to promote the preservation of natural and scenic open space land which contributes to the economy, general welfare, and quality of life of the residents of Kings County.

Seven classifications of open space are used in the General Plan: agricultural resources, scenic resources, outdoor recreation, historic and archeological resources, community separators, areas for future urban expansion, and areas affording access to light and air.

B. Consistency with Other Elements

The Open Space Element is coordinated with the Land Use and Resource Conservation Elements, which reinforce and are consistent with the preservation of open space land.

C. Scope and Organization

The Open Space Element includes policies for the preservation of open space land. It also includes maps identifying designated open space areas which consist primarily of agriculturally zoned lands, including those protected from urbanization under the Williamson Act; scenic areas; community separator areas; recreation areas; and historical sites.

II. AGRICULTURAL RESOURCES

The agricultural land use categories described in the Land Use Element are an important economic and visual resource for Kings County. The preservation of agricultural land in large open tracts provides jobs and income, food, and fiber. Land Use Element policies for maintaining open

agricultural land and reducing conflicts between agricultural and nonagricultural uses help assure a continued strong agricultural presence in this county.

GOAL 22: Preserve agricultural land as open space.

Objective 22.1: Protect agricultural land as an important component of the Kings County economy.

Policy 22a: Pursuant to the Land Use Element, preserve agricultural land in open and economically sized parcels for farming or widely dispersed agricultural processing facilities unless specifically designated for other uses.

Policy 22b: Maintain all agricultural land as open space when not necessary for other uses which promote the economy, public welfare, or quality of life for Kings County residents.

Policy 22c: In order to limit the potential effect of jet aircraft noise on nearby land uses, and to ensure the preservation of large and sparsely developed parcels for public safety purposes, designate the area within three miles of the Lemoore Naval Air Station for exclusive agricultural use, at a minimum parcel size of 40 acres.

III. SCENIC RESOURCES

The scenic resources of Kings County reflect the local climate, topography, land use, and lifestyle. The landscape consists primarily of cultivated land including orchards, pasture and grazing land, vineyards, and great expanses of cropland. Interspersed among the agricultural acreage are natural accents of rivers, hills, and other open spaces, and manmade features including urban and rural communities and parks.

The County's single most scenic natural asset is the Kings River, which forms part of the county's northern border. Other local scenic areas include the Coast Ranges to the southwest, with the interesting formations of the Chalk Buttes-Reef Ridge portion of the Kreyenhagen Hills, the Pyramid Hills, Cottonwood Pass, and Sunflower Valley.

A. Scenic Highways

Many residents of Kings County value the variety and subtle beauty of the county as viewed from rural roadways, along which it is possible to travel from urban centers to orchards, open fields, or rolling hills. Preserving these landscapes is important to the character of the county.

The Kings County portion of the scenic highways map published by the California Department of Transportation (Caltrans) shows a portion of State Highway 41, commencing at its intersection with State Highway 33 and proceeding to the southern county line, where it continues into San Luis Obispo County, as eligible for designation as a scenic highway. Official designation of state scenic highways is accomplished through local request to Caltrans' Transportation Advisory Committee, which forwards its recommended designations to the department director for action.

Figure 12 indicates state highways and county roads which afford especially scenic views.

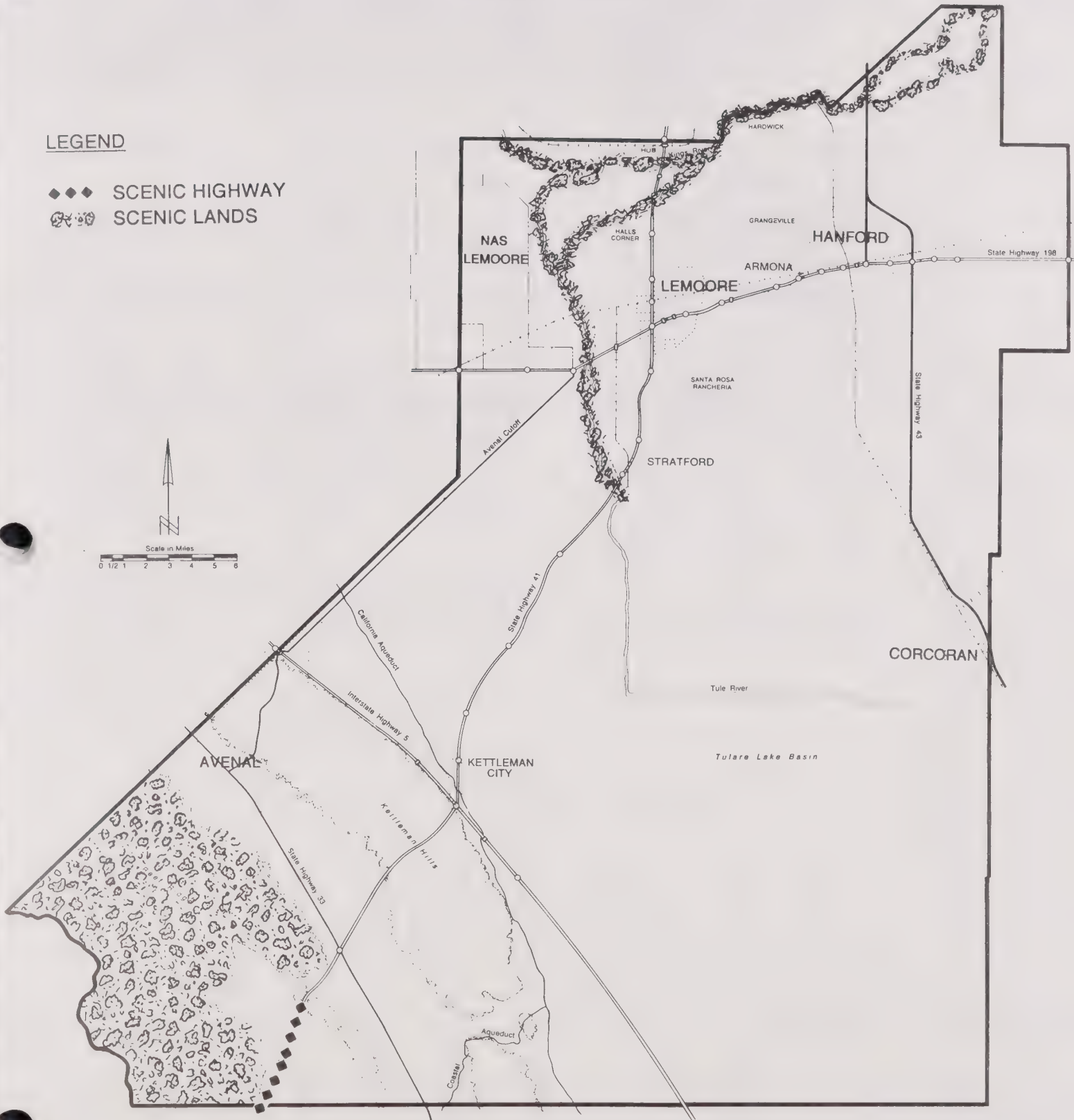
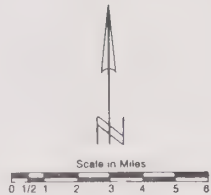
GOAL 23: Ensure that future land uses are compatible with the preservation of scenic highways.

Objective 23.1: Protect and enhance those roadways which cross scenic areas or serve as scenic entranceways to cities and communities.

Figure 12
SCENIC AREAS

LEGEND

- ◆◆◆ SCENIC HIGHWAY
- 🌳 SCENIC LANDS



Policy 23a: Secure designation of State Highway 41, from State Highway 33 south to the Kern County line, as an official state scenic highway. The County may pursue similar state status for other scenic corridors.

Policy 23b: Designate the route for a self-guided "Spring Blossom Tour" through orchards in the northern part of the county, and a "Valley Oak Tour" in the vicinity of the Kings River. Cooperate with local Chambers of Commerce, the County Agricultural Commissioner, County Parks Department, the local University of California Agricultural Extension office, the California Native Plant Society, and other interested parties in publicizing these tour routes.

Objective 23.2: Preserve roadside landscapes which have high visual quality and contribute to the local environment.

Policy 23c: Assure that overhead utility lines located along scenic routes are placed underground whenever feasible.

Policy 23d: Design public works projects to minimize tree damage and removal along scenic corridors.

B. Community Boundaries

In order to maintain the identity of communities, specific boundaries or open space corridors are designated. Such open space may not be particularly scenic, but it can provide visual relief from continuous urbanization and can serve as an open border area. Community boundaries are well worth preserving for their ability to maintain a community's visual and geographic identity.

Designating community boundaries also helps cities and special districts to coordinate their

ability to provide water and sewer services, thereby keeping their costs down by avoiding duplication of services. This is a worthwhile goal, since development located at the outer edges of communities, beyond the range of sewer and water lines or in excess of system capacity, presents severe service delivery problems.

Figure 13 shows community separator areas, including agricultural lands, open space areas, and community boundaries.

Figure 13
COMMUNITY BOUNDARY

LEGEND

BOUNDARY LINE

--- Community Boundary Line


PERMANENT OPEN SPACE

 Permanent Open Space*

AGRICULTURAL AREAS


 Agricultural Areas


NON-AGRICULTURAL AREAS

 Urban Areas


CIRCULATION

 Freeway & Interchange

 Expressway

 Highway

 Arterial

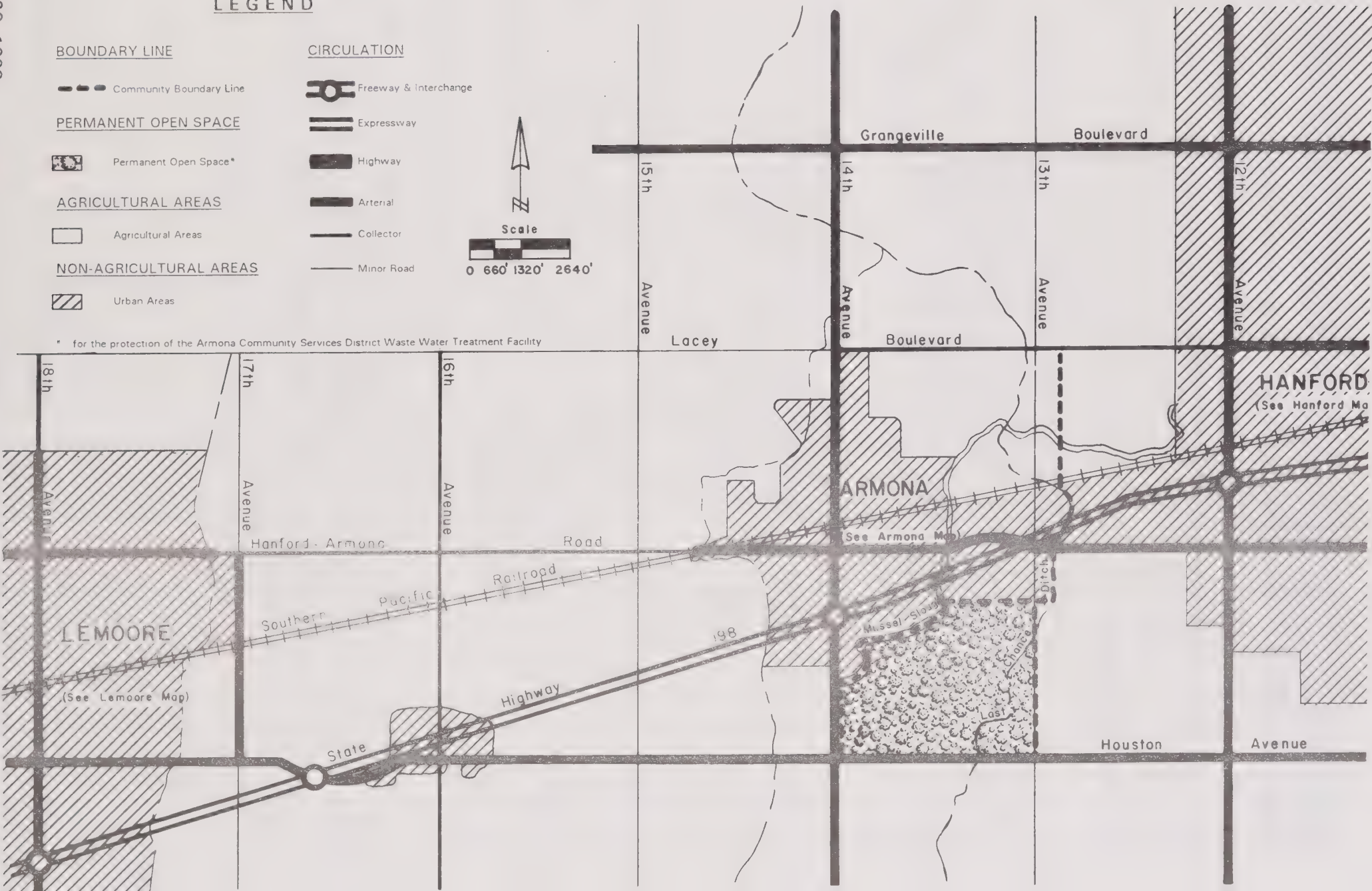
 Collector

 Minor Road



Scale
0 660' 1320' 2640'

* for the protection of the Armona Community Services District Waste Water Treatment Facility



GOAL 24: Preserve the visual identities of cities and communities by maintaining open space areas and boundary lines between them.

Objective 24.1: Preserve open space, maintain rural character, and prohibit development in community separator areas.

Policy 24a: Use zoning to maintain open space around the cities.

1. Hanford/Armona

Policy 24b: Control growth and open space between the communities of Armona and Hanford by maintaining the following boundary line between them:

Between Lacey Boulevard and the Southern Pacific Railroad tracks, the boundary line between the Hanford and Armona Planning Areas runs approximately one eighth of a mile east of 13th Avenue; at the Southern Pacific railroad tracks the line runs west to the Last Chance Ditch; at the Last Chance Ditch the line runs south along the canal to the easterly extension of Hood Avenue, as shown in Figure 13.

At the Hood Avenue alignment the boundary line runs west to 13th Avenue where the line splits and runs south and west as follows: One line runs west along Hood Avenue to Mussel Slough, then southwest along Mussel Slough to 14th Avenue, then south along 14th Avenue to Houston Avenue. The other line runs south along 13th Avenue to Houston Avenue. The purpose of the split is to surround and protect the Armona Community Services District sewer treatment plant and ponds from encroaching development.

Policy 24c: Retain existing land use designations between the communities of Hanford and Armona as follows (see the Land Use Element, Figure 7):

Along both sides of 13th Avenue, from the Southern Pacific Railroad tracks north to Lacey Boulevard, the land is under Williamson Act contracts. The contracts were not protested by the City of Hanford. Therefore, nonagricultural development cannot occur for at least the next ten years, the year 2003. These parcels will retain a "Limited Agriculture" designation as long as Williamson Act restrictions are imposed on the territory.

Along the east side of 13th Avenue, from 13th Avenue to the new Hanford campus of the College of the Sequoias, and from the Southern Pacific Railroad tracks south to Hanford-Armona Road, the land is substantially developed or zoned for large-lot residential and commercial use, and is so designated by the Hanford General Plan. The existing land use designations in this area are retained. The only exception is the area between 13th Avenue and the Last Chance Ditch from the Southern Pacific Railroad tracks south to State Highway 198. This area should be designated for large-lot residential use only (rather than for commercial use), to reflect existing use.

Between 13th Avenue and a line approximately 1200 feet east of the Last Chance

Ditch, from State Highway 198 to Hanford-Armona Road, retain the existing Commercial designation.

On the east side of 13th Avenue, from Hanford-Armona Road south to Hood Avenue, the land use designation should be changed to "Rural Residential" to reflect the existing use of several 2-1/2 acre parcels in the vicinity.

Land use designations should be changed southwest of the intersection of Last Chance Ditch and Hanford-Armona Road (near 13th Avenue and Freeway 198) as follows:

Along the north side of the frontage road that runs between 13th Avenue and Mussel Slough, change the land use designation to "Rural Commercial" to stimulate commercial growth at that location.

On either side of 13th Avenue, between Mussel Slough and the Last Chance Ditch, and from the frontage road described in the preceding paragraph south to the Hood Avenue alignment; and along the east side of 13th Avenue, from the frontage road alignment north to Hanford-Armona Road, change to a large-lot residential designation to reflect an ongoing change to more rural residential use in that area.

2. Lemoore/Armona

Objective 24.2: Preserve agricultural land in community separator areas.

Policy 24d: Maintain the existing separation between Lemoore and Armona by preserving the predominantly General Agriculture and Rural Residential uses between 14-1/2 and 17th Avenues.

IV. OUTDOOR RECREATION

Outdoor recreational open space, which includes parks and fishing access points, provides pleasure and enjoyment for Kings County residents.

Kings County presently owns and maintains three parks--Burris, Hickey, and Kingston--which are regionally oriented and located in the northern half of the county apart from urban concentrations (see Figure 14). The County also maintains the Stratford community park, while

the Kettleman City and Armona Community Services Districts maintain parks in each of their communities.

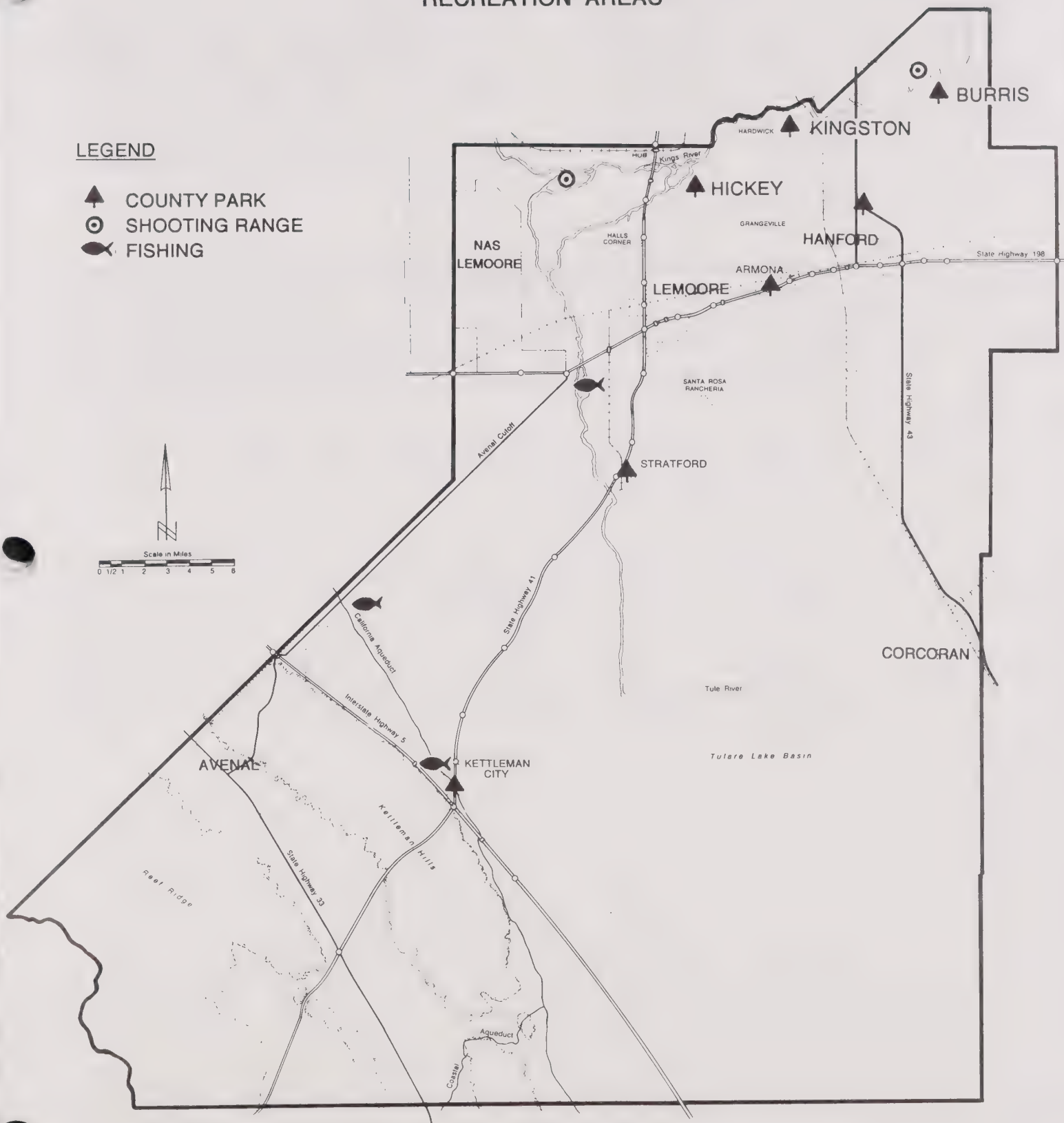
Existing local commercial recreational activities include golf courses, exercise clubs, gun clubs, various forms of racing, and airplane flying. Swimming, boating, fishing, and picnicking are publicly, privately, and commercially available on the Kings River.

Goal 25: Maintain the existing County park system.

Objective 25.1: Provide parks in locations that are convenient to urban areas and as near as feasible to the Kings River, in order to meet the outdoor recreation needs of the population.

Policy 25a: Apply the "Outdoor Recreation," "Agriculture," or "Public/Quasi-Public" land use designation to County parks.

Figure 14
RECREATION AREAS



V. HISTORICAL AND ARCHEOLOGICAL RESOURCES

Despite increasing interest in history on the part of the general public in recent years, the preservation of sites of historical or archeological significance can be difficult to achieve. Some sites disappear through neglect while others are deliberately razed. Much of the work of finding and preserving the history of Kings County is being accomplished through the cooperative efforts of private individuals and groups with an interest in the county's history.

There are three sites in Kings County (all in

Hanford) which are listed on the National Register of Historic Places: the Taoist Temple, the old County Courthouse building, and the Carnegie Library building. Kings County also has three officially designated California Historical Landmarks, all located in outlying rural areas: the Mussel Slough Tragedy Site, the Kingston Townsite, and El Adobe de los Robles Rancho. The county also contains a number of sites of local historic significance (see Figure 15 for historic sites in unincorporated areas).

Goal 26: Preserve significant historical and archeological sites and structures which represent the ethnic, cultural, and economic groups that have lived and worked in Kings County.

Objective 26.1: Promote the rehabilitation or adaptation to new uses of historic sites and structures.

Policy 26a: List historic sites and structures designated, or proposed for designation, as County landmarks in specific or area plans or local area development guidelines.

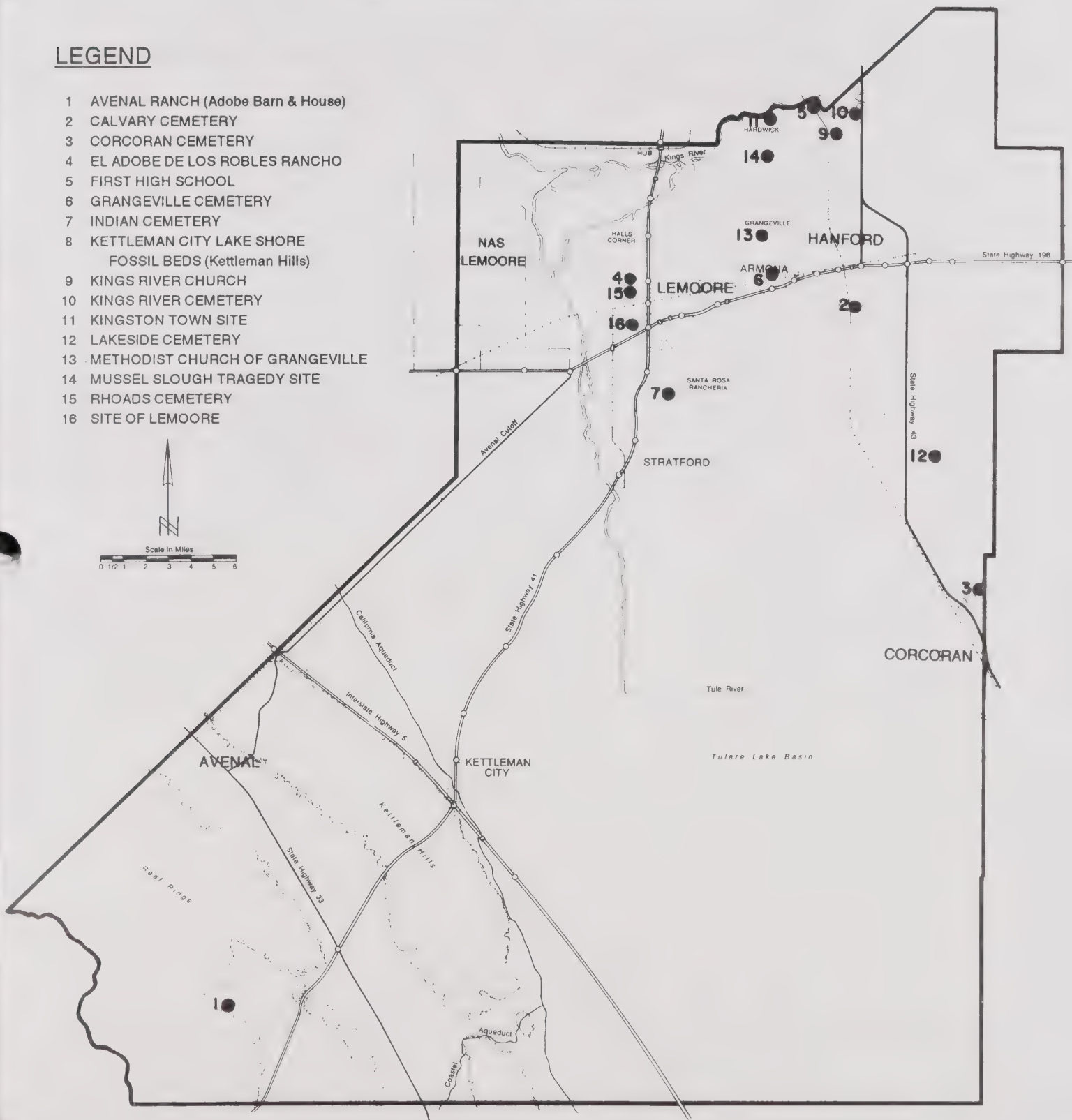
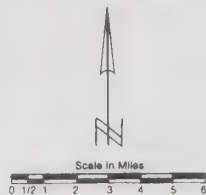
Policy 26b: Designate the existing Kings County Museum Advisory Committee, a subcommittee of the Kings County Parks and Recreation Advisory Commission, or its successor to review proposed development which may affect proposed or designated historic sites or County landmarks.

Policy 26c: Refer applications which involve the removal, destruction, or alteration of proposed or designated historic sites or County landmarks to the Kings County Museum Advisory Committee or its successor for recommended mitigation measures.

Figure 15
KINGS COUNTY HISTORICAL SITES

LEGEND

- 1 AVENAL RANCH (Adobe Barn & House)
- 2 CALVARY CEMETERY
- 3 CORCORAN CEMETERY
- 4 EL ADOBE DE LOS ROBLES RANCHO
- 5 FIRST HIGH SCHOOL
- 6 GRANGEVILLE CEMETERY
- 7 INDIAN CEMETERY
- 8 KETTLEMAN CITY LAKE SHORE
FOSSIL BEDS (Kettleman Hills)
- 9 KINGS RIVER CHURCH
- 10 KINGS RIVER CEMETERY
- 11 KINGSTON TOWN SITE
- 12 LAKESIDE CEMETERY
- 13 METHODIST CHURCH OF GRANGEVILLE
- 14 MUSSEL SLOUGH TRAGEDY SITE
- 15 RHODS CEMETERY
- 16 SITE OF LEMOORE



VI. ACCESS TO LIGHT AND AIR IN DEVELOPED AREAS

The designation of open space preserves agricultural land, scenic vistas, and natural and cultural resources. It also ensures that residents

of developed areas have access to light and air in order to promote their physical and mental health.

Goal 27: Ensure that urban land uses have adequate access to light and air.

Objective 27.1: Require that development preserve access to light and air.

Policy 27a: Implement yard and building setback requirements through the Zoning Ordinance.

VII. IMPLEMENTATION

Open Space Program 1:

With the cities, explore the desirability of open space easements in the fringe areas. Such easements would consist of contractual use restrictions for a specified period, such as five years, for the purpose of timing urban development and preventing discontinuous growth.

Open Space Program 2:

To ensure the compatibility of uses allowed within the Outdoor Recreation ("O") zone, eliminate those uses permitted without review. Require at least site plan review of all "O" zone uses except agriculture (crops, trees, and vines).

Open Space Program 3:

Coordinate open space considerations into the Regional Biodiversity Study identified in Resource Conservation Program 6.

CIRCULATION ELEMENT

I. INTRODUCTION

A. Purpose

The purpose of the Circulation Element is to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality impacts of transportation.

B. Consistency with Other Elements

The Circulation Element is consistent with the other elements of the General Plan because all elements use the same population, housing, and employment projections; policies of the Circulation Element support, and are supported by, policies of the other elements; and the policies of all elements are cross-referenced where necessary.

Because circulation facilities are a major determinant of land use, the Circulation Element combines current traffic counts and roadway capacities with population projections from the Land Use Element to determine future traffic

demand.

C. Scope and Organization

The Circulation Element contains the following two major sections:

"Existing Transportation Conditions," which describes the current countywide transportation system, including present traffic counts on roadways of regional significance; and

"Projected Transportation Conditions in 2000," which describes projected levels of roadway usage and required improvement.

Supporting data for this element are found in Tables 13 through 16, Appendix 5, and in the Kings County Regional Transportation Plan (RTP) prepared by the Kings County Regional Planning Agency (KCRPA) and incorporated herein by reference.

II. EXISTING TRANSPORTATION CONDITIONS

The countywide transportation system includes a federal interstate highway, several state highways, rural and urban highways, and numerous county routes; a local and regional transit system and privately-operated taxi services; rail freight and passenger service; a series of small airports serving general aviation aircraft; and several designated bicycle routes.

A. Roadways

1. Standard Roadway Classifications

The classification of roadways by purpose forms an important link between transportation planning and land use planning. This Circulation Element and the RTP use the same roadway classifications, including Interstate and Other Highways/Freeways, Expressways, Arterials, Collectors, and Minor Streets and Roads (for

further information see the RTP; for definitions see the Glossary).

2. Kings County Roadways of Regional Significance

There are approximately 1,352 miles of surfaced roads of all classifications in Kings County maintained variously by the state, the County, and the incorporated cities (see Appendix 5, Table 13). About 157 miles of this total are state and interstate highways, and approximately 972 miles are County roadways. The remainder are city streets.

There are two classifications of regionally significant roadways: "Countywide Regional System" and "Regionally Significant Routes in Urban Areas" (see Glossary for further definition).

3. Volume Versus Capacity on Significant Routes

As shown in the RTP, the Kings County Regional Planning Agency (KCRPA) has evaluated all regionally significant routes in the county using the U.S. Department of Transportation's 1987 Highway Capacity Software program (see Appendix 1 of the RTP for specific results by roadway segment). All regionally significant roadways in the unincorporated area of Kings County are operating within their design capacity and are suitable for current traffic.

The Regional Transportation Plan generally projects travel demand to the year 2000, although in some cases its forecasts are for longer periods (projection dates are extended as the RTP is updated every two years). Routes of regional significance are not expected to exceed either their capacity or Level of Service (LOS) "D" during the planning period (see the Glossary for a definition of LOS, or Level of Service).

It is assumed that current traffic patterns will continue to the year 2000. Any changes in current patterns will be reflected in analyses of proposed traffic-generating projects. Major new developments will be required to provide traffic distribution models so that the traffic they generate can be quantified and added to the estimated increase due to population growth (see the "Caltrans Guide for Traffic Impact Studies," incorporated herein by reference).

B. Local Transit Systems

The Kings Area Rural Transit (KART) bus system and the Corcoran dial-a-ride bus system provide general fixed route or demand response public transit services for the cities and unincorporated areas.

Both the Kings County Area Public Transit Agency (KCPTA) and the Kings County Public Works Department maintain up-to-date maps of KART routes. The City of Corcoran maintains a current map of its dial-a-ride bus system. The maps of current KART and Corcoran bus routes are included herein by reference.

The RTP identifies and discusses various special transportation services in Kings County.

C. Inter-County Bus System

Orange Belt Stage Lines provides commercial busline service between Hanford and the Goshen Junction on Highway 99 northwest of Visalia, where passengers can connect with Greyhound interstate bus service.

Orange Belt also provides the only public busline service from Kings County to the coastal areas, carrying passengers from Hanford to Paso Robles on U.S. Highway 101 for other connections. Between 250 and 500 persons ride Orange Belt Lines from Hanford to all destinations each month.

D. Amtrak Passenger Service

Kings County is linked with other areas of the state by the Amtrak "San Joaquin" train. Its growth in ridership in recent years is due to many factors, including increased marketing efforts by Caltrans (which operates the route); changes in scheduling to allow one-day round trips between the Valley, the Bay Area, and Sacramento; the addition of a direct bus connection between Bakersfield and the Los Angeles Amtrak depot; increased top speed; and the operation of eight trains per day--four northbound, four southbound--through the Valley.

There are two Amtrak train depots in Kings County, one in Hanford and one in Corcoran. The Hanford depot is developed as an intermodal facility serving the Orange Belt busline, the KART bus system, taxis, bicycles, and pedestrians. A travelers' information center is in operation, and a coffee shop is expected to be developed. Amtrak buses connect the Hanford depot with destinations in Tulare County.

The Corcoran stop was added to the rail line in 1990, in part to accommodate visitors to the Corcoran State Prison. The Corcoran Santa Fe depot consists of a passenger loading ramp, a sheltered bus stop, telephone, parking area, and security lighting.

E. Goods Movement

Kings County has a high level of truck travel, much of it related to the local agricultural economy. Because heavy trucks do more damage to roads than cars, County roads are subject to rapid deterioration. About 55% of County Local Transportation Funds go to road maintenance.

The four incorporated cities have each designated truck routes along important roadways within their city limits. The State has designated I-5 and State Route 198 in Kings County as oversize truck routes suitable for 3-axle "super-trucks." The County has designated a portion of Highway 41 northward from I-5 to the Kettleman City oversize truck service area as an oversize truck route.

Goals, objectives, policies, and implementation strategies for goods movement are presented in detail in the RTP, and are incorporated herein by reference.

F. Rail Freight System

Two railroad companies operate lines within Kings County which are identified in the Regional Transportation Plan (RTP):

The Santa Fe Railway's Fresno-based crews operate between 10 and 25 trains per day along the 28 miles of Santa Fe track which run through Kings County. Customers include many of Kings County's major agricultural operations.

The San Joaquin Valley Railroad began operating in 1992 on several former Southern Pacific branch rail lines. Two Hanford-based crews operate trains running east and west through Kings County between Huron and Visalia. Customers include major local agricultural

operators and solid waste management facilities.

The Southern Pacific Railroad no longer serves Kings County. The company now provides only "mainline" service through the San Joaquin Valley on lines running north and south between Bakersfield and Roseville.

G. Bikeways

Bicycling is a pollution-free form of transportation which provides an excellent opportunity for exercise. Although most bicycle riding is for short trips, enthusiasts often make longer cross-country trips.

Bikeways are generally developed at three levels, depending on budget constraints and need:

1. A Class I Bikeway path is for the exclusive use of bicycles. It is separated from the road by space or a physical barrier. It may be on part of a road right-of-way or on a separate right-of-way.
2. A Class II Bikeway lane is primarily for the use of bicycles on a road right-of-way. Travel within the lane by autos or pedestrians is excluded, although vehicle parking is permissible.
3. A Class III Bikeway route shares its right-of-way with either moving autos or pedestrians.

Roads which are designated as bicycle paths are shown in the Regional Transportation Plan (RTP), and are included in this element by reference. These routes, shown as Class III bike routes, are designed to connect populated areas to County parks. Their routes are over roads that are lightly traveled or have sufficient paved shoulder width to accommodate bicycle traffic.

GOAL 28: Support a broad range of transportation modes and options.

Objective 28.1: Consider the public transit needs of Kings County residents in all transportation-related decisions.

Policy 28a: Support regularly scheduled intercity bus and rail services.

Policy 28b: Support the preservation of existing railroad right of way for use as part of a possible future light rail system connecting area cities.

Policy 28c: Support the Kings Area Rural Transit (KART) bus system for urban residents who have unmet transit needs.

Policy 28d: Through membership in the KART system, seek to coordinate local transit services with intercity and multimodal transportation facilities.

Policy 28e: Use Local Transportation Fund (LTF) revenues to support public transit services when a reasonable transit need has not been met.

Policy 28f: Through membership on the Regional Transportation Planning Agency (RTPA), monitor and respond to legislation which could impact bus or rail services in Kings County.

Policy 28g: Through membership in the Kings County RTPA, work with other regional transportation planning agencies and Caltrans to create and support aggressive marketing programs for intercity bus and Amtrak train service.

Objective 28.2: Maintain and enforce airport land use policies.

Policy 28h: Act upon proposed developments within airport areas of influence only after they have been reviewed by the Kings County Planning Commission.

Objective 28.3: Provide a bicycle route system which meets the transportation and recreation needs of Kings County residents.

Policy 28i: Through the RTP, designate a bicycle route plan which consists of a system of bicycle routes connecting major residential, commercial, employment, educational, and recreational areas.

Policy 28j: Encourage the design of state and federal roadway projects which are consistent with bicycle routes shown in the RTP.

Policy 28k: Allow flexibility for design of bicycle routes designated in the RTP.

Policy 28l: Coordinate the locations and types of bicycle routes shown in the RTP with CalTrans and city routes.

Policy 28m: Designate the Kings County Department of Public Works as the agency responsible for establishing and maintaining bicycle routes along roadways in unincorporated areas.

Policy 28n: Consider the needs of bicyclists and pedestrians when constructing or improving the County road and street system.

Policy 28o: Consider methods to accommodate bicycle and pedestrian traffic in new development.

Policy 28p: Seek state and federal funding for bikeway construction.

Policy 28q: Encourage private organizations to assist in the maintenance and patrol of bicycle routes.

H. Public Utilities and Facilities

Most of the infrastructure servicing city fringe areas and rural communities is located within the County road right-of-way, usually under the roadway pavement. The infrastructure includes water and sewer lines, storm drainage systems, and utilities such as electricity, gas, telephone, and cable television.

City streets typically are lower in elevation than abutting properties and, with their curbs and gutters, are an integral part of a storm drain system that leads to ponding basins. In contrast, County roads are elevated and designed to drain stormwater onto adjacent properties. This system is generally adequate for the agricultural and rural areas served. In the more densely populated rural communities, however, curb and gutter drainage systems leading to ponding basins are usually necessary.

Gas pipelines and electric transmission lines bring power to virtually every resident of Kings County. The utility companies continually monitor growth trends in order to prepare for supplying and balancing future additional demand for gas and electrical power and telephone and cable television service.

I. Transportation Systems Management

Transportation Systems Management (TSM) is a series of measures designed to reduce the

number or length of vehicle trips, and to change the time of day of some trips to reduce peak commute periods. TSM encourages wider use of transit, vanpools, carpools, bicycles, and other alternatives to the single-occupant vehicle. Mandatory TSM measures may reduce peak-period traffic by 5 to 10 per cent. TSM studies are routinely conducted as a part of local traffic and parking management programs, and by the Kings County Area Public Transit Authority (KCAPTA) to assess Kings Area Rural Transit (KART) bus system performance.

Despite the success that local agencies have had with these efforts, Kings County does not have a formal, coordinated, regional TSM planning program. However, the RTP includes a chapter addressing TSM, and KCRPA coordinates TSM activities for the Kings County region. The formal TSM function should be coordinated by KCRPA, and the implementation of the Circulation Element should be consistent with the RTP.

J. Transportation Issues

"Tule fog" imposes severe transportation safety problems in fall and winter. According to studies conducted between 1960 and 1982 by the Lemoore Naval Air Station, there are an average of 94 foggy days per year where visibility is one-half mile or less.

Heavy peak-period roadway congestion is lighter in the unincorporated rural areas of Kings County than in more urban locations (see Appendix 5, Table 14, for information on travel time to work). For example, a 1990 traffic count in a sparsely settled rural area along Houston Avenue, just west of the Tulare County line, recorded 2,839

vehicles per day. In contrast, a count taken during the same period in the Hanford urban area, along 11th Avenue north of 6th Street, counted 15,781 vehicles per day.

Because the vast majority of all travel in Kings County occurs by private vehicle, local road maintenance programs emphasize reconstruction of deteriorated major arterials. This is not expected to change in the foreseeable future.

Some residents commute to jobs outside Kings County. The number of these commuters is likely to increase because of lower housing costs in Kings County than in Fresno and Tulare County job markets.

III. PROJECTED TRANSPORTATION CONDITIONS IN THE YEAR 2000

A. Volume Versus Capacity on Significant Routes

Two factors influence an increase in traffic volume: population growth, which results in increased numbers of vehicles; and land use, which determines where the increase will occur. Either factor may cause a roadway segment to reach or exceed a desirable level of service.

No regionally significant routes in Kings County are expected to exceed their capacities by the year 2000 (see Appendix 5, Table 15, for inter-county traffic projections). Interstate 5 between State Route 41 and the Fresno County line is expected to have the highest increase, due to the statewide importance of I-5 for through-county travel and the significance of Route 41 for agricultural commodity transport, commuter traffic, and recreational trips. It is projected that this segment of I-5 will reach 80% of capacity by the year 2000.

State routes in Kings County are expected to carry high rates of increased non-local traffic during the 10-year planning period. These routes are not expected to reach their capacities until approximately 2010.

Likewise, other county roadways are expected to reach their capacities in about 2010. Therefore,

maintaining but not widening the roads should be adequate for the present. The State expects to widen the state highways shown in the Regional Transportation Plan (RTP) in the unspecified future when their capacities have been exceeded and as funding is available.

Project-specific traffic studies will be required for development projects in order to evaluate their expected effect on circulation. While it is not projected that any new regional roadways will be needed in the foreseeable future, developers will be required to mitigate any impact on the existing circulation system. This can be accomplished by either lowering traffic volume through the installation of transit-related facilities such as bus stops, or increasing roadway capacity by dedicating future right-of-way, creating a parking lane, or improving signalization or channelization, for example.

A new road is planned to serve a solid waste disposal site in the Kettleman Hills.

For more information on local long-term roadway planning see the RTP.

B. Transportation-Related Air Quality Issues

The San Joaquin Valley air basin is naturally susceptible to manmade poor air quality, and severe air pollution exists in some areas. Growth in transportation systems needs to be offset by either vehicle improvements or implementation of Transportation Control Measures (TCM's) in order to improve air quality.

The California Clean Air Act mandates no future net increase in vehicle emissions. To implement the Clean Air Act, it will be necessary for local

government to require extensive use of TCM's such as alternate fuels, reduction in vehicle miles traveled, and increase in persons per vehicle through pooling.

The public may perceive new TCM's such as vanpooling to be inconvenient, and intensive public education measures may be necessary to assure their acceptance.

For further information about TCM's refer to the Resource Conservation Element, "Air Resources" section; or the RTP.

GOAL 29: Provide a countywide street and road system which is consistent with land use needs.
--

Objective 29.1: Design circulation systems that provide access to employment, commerce and markets, and recreational and residential areas of the county; promote safety; and minimize traffic congestion and air pollution.

Policy 29a: Ensure that road improvements are coordinated with land use and circulation policies of the County and city general plans and the Regional Transportation Plan.

Policy 29b: Designate 13th Avenue from Lacey Boulevard to State Highway 198 as an Arterial. Realign 13th Avenue to improve circulation and land use patterns at the 13th/198 interchange.

Policy 29c: Synchronize traffic control devices to control the flow of traffic, minimize delays, and reduce adverse air quality effects.

Policy 29d: Assure that new parcels of land have frontage on, or access to, a public road.

Policy 29e: Roads which are intended to serve more than fifty dwelling units, or to serve commercial or industrial uses which generate more than 350 trips per day, are considered collectors and are to be designed and constructed as such.

Policy 29f: Streets in industrial and commercial zones are to be designed to accommodate the needs of truck and non-truck traffic with as little conflict as possible.

Policy 29g: Preserve future road right-of-way through the adoption and implementation of precise plan lines where necessary.

Policy 29h: The goals, objectives, policies, and siting criteria of the Kings County Hazardous Waste Management Plan as they pertain to hazardous waste transportation are incorporated herein by reference.

Objective 29.2: Approve development only when there are adequate circulation facilities to serve it, or the installation of new facilities to handle increased demand is made a condition of approval.

Policy 29i: Review proposed circulation systems to ensure there will be no unmitigated adverse effects.

Policy 29j: Require all developers to pay the cost of mitigating the impacts of their developments on existing roads and highways; and to pay the cost of new roads necessary to serve their developments, and to provide the mechanism for assuring the continued maintenance of such roads.

Policy 29k: In addition to the requirements of Policy 29j above, require major developments to provide traffic distribution models in which the traffic they expect to generate is quantified and added to the projected increase due to population growth. The Caltrans publication Guide for Traffic Impact Studies is incorporated herein by reference; the standards shown therein shall be the minimum acceptable traffic distribution model, although other models may be used.

Policy 29l: The minimum level of service (LOS) for intersections in Kings County shall be "D." For State highways other operational LOS standards will be considered. For more specific information about level of service see the Glossary or the RTP. As the RTP is updated, any significant findings that may affect this Circulation Element will be revisited within this document and updated as appropriate, including mitigation.

Policy 29m: Where precise plan lines or ultimate right of way lines exist, require their dedication as a condition of development approval.

IV. IMPLEMENTATION

Circulation Program 1:

When a proposed major development will significantly impact the State highway network, require a Traffic Impact Study acceptable to Caltrans and following the methodology outlined in the Caltrans document "A Guide for Traffic Impact Studies," incorporated into this General Plan by reference.

Circulation Program 2:

Explore the feasibility of abandoning roads, or

reducing the level of their maintenance, in areas of little or no resident population, allowing their reversion to private roads or cultivated land.

Circulation Program 3:

Designate 13th Avenue from Lacey Boulevard to State Highway 198 as an Arterial. Realign 13th Avenue to improve circulation and land use patterns at the 13th/198 interchange.

Circulation Program 4:

After adoption of the General Plan, the County will conduct a specific study with the Armona Community Services District to address the area bounded by 13th Avenue, Hanford-Armona Road, Oak Avenue, and the SPRR tracks. This area has been designated for industrial and commercial uses, is a community entrance to Armona, and has a potential for development for highway commercial uses associated with the SR 198

and Hanford-Armona Road interchange. The area needs a detailed study of traffic circulation to determine how best to serve potential commercial and industrial uses at this location.



HOUSING ELEMENT

I. INTRODUCTION

A. Purpose

Housing goals and policies shown below are included here for the convenience of the reader; however, the full text and all related technical data are located in the previously-adopted 1992 Housing Element prepared for the County and the cities by the Kings County Regional Planning Agency. The portions of that document which are specific to the unincorporated territory of Kings County are incorporated into this General Plan by reference.

The intent of the Housing Element is to direct residential development and residential renewal in ways that are consistent with the achievement of the State goal of accommodating the housing needs of Californians at all economic levels.

The Housing Element is Kings County's official response to findings by the State Legislature that the availability of decent housing and a suitable living environment for every Californian are urgent public priorities. By identifying local housing needs and adopting appropriate goals, policies, and programs to meet them, local government will be as effective as possible in dealing with the housing needs of its residents.

B. Consistency With Other Elements

The Housing Element is consistent with the Land Use Element of the General Plan. While the Housing Element identifies numbers of housing units needed by jurisdiction, the Land Use Element specifies the location and acreage of land available for future housing construction. This acreage is converted to maximum numbers of dwelling units and maximum numbers of persons that could be accommodated in each jurisdiction if every available residentially-

designated parcel were developed at permitted densities and at average numbers of persons per household. Thus, the Housing and Land Use Elements correlate permitted building intensity to projected population density.

Housing Element policies are also consistent with the other elements of the General Plan in that all elements use the same population, housing, and employment projections.

C. Scope and Organization

The housing policies in this element pertain only to the unincorporated portion of Kings County. The policies are taken from a separate source document, the 1992 Housing Element prepared by the Kings County Regional Planning Agency (KCRPA), which contains housing policies for four of the five KCRPA member jurisdictions--the County of Kings and the cities of Avenal, Corcoran, and Hanford (the City of Lemoore adopted a separate housing element). Readers should refer to the 1992 Housing Element for actual enforceable Housing Element content.

The 1992 Housing Element was adopted by the Kings County Board of Supervisors after separate review and approval by the California Department of Housing and Community Development.

The 1992 Housing Element prepared on behalf of each of the five KCRPA member jurisdictions contains information based on the U.S. Census, the previously-adopted Regional Housing Needs Plan, and local surveys. Included are recent changes in population characteristics, progress toward attainment of previous housing goals, projected future housing need, and constraints to housing development.

II. SUMMARY OF GOALS, OBJECTIVES, AND POLICIES

GOAL 30: Ensure an adequate supply of new housing sites.

Objective 30.1: The County shall promote the orderly growth of housing along public utility lines, and encourage the infilling of vacant bypassed land within the urban areas in preference to outward expansion.

Discussion:

Kings County has reserved land for future residential development in the unincorporated fringes of the cities of Hanford, Lemoore and Corcoran, and adjacent to the communities of Armona, Kettleman City, and Stratford. This land is zoned either Limited Agriculture, with a minimum parcel size of 10 acres, or Urban Reserve, with the minimum parcel size being that of the underlying land use as designated in the General Plan. In the latter case, the minimum parcel size could be as high as 20 acres for land designated General Agriculture.

These large parcel sizes will facilitate future development; zoning will preclude uses incompatible with urban development. These reserved areas constitute the major inventory of sites for future housing for the cities of Hanford, Lemoore and Corcoran, and the communities of Armona, Kettleman City, and Stratford. It is intended that these areas annex to the cities and communities before urban development occurs.

Policy 30a: Require annexation of urban fringe areas to cities or community services districts as a prerequisite to development.

Policy 30b: Prepare and maintain a land use plan and update it at least once every five years. Designate sufficient land area to meet future residential needs in two five-year phases. Reserve land in excess of projected needs in 1997 (the end of the first five-year phase) in order to allow developers sufficient land choice.

GOAL 31: Assist in the provision of an adequate supply of affordable housing for very low, low, and moderate income households.

Objective 31.1: The County shall encourage the Kings County Housing Authority, or other public agencies and private enterprises, to provide a variety of affordable housing units in the County.

Policy 31a: Encourage the Kings County Housing Authority to develop up to 40 units throughout the south county, south of Kansas Avenue.

Policy 31b: Provide brochures to all persons requesting permits to demolish rental units where displacement of lower income tenants may result. The brochures will provide the names, addresses, and telephone numbers of housing referral agencies which can provide information to displaced tenants regarding replacement housing.

Policy 31c: Support attempts by the Housing Authority to create 100 new conventional housing units and operate 100 new Section 8 housing units, using Housing and Urban Development (HUD) 203 and other federal funding sources.

Policy 31d: In cooperation with the Housing Authority, prepare a plan to ensure that all public housing units in the unincorporated area which are at risk of conversion to fair market rental rates are either conserved at a rent affordable to low income families or replaced with other low income units.

Policy 31e: Encourage the Housing Authority and other nonprofit housing entities to provide at least 40 additional rental units for migrant and seasonal farmworkers. Process requests for farm labor housing in a timely manner.

Policy 31f: Support efforts by the Housing Authority to encourage occupants of public housing developments to maintain their own housing units, thereby keeping rents as low as possible.

Objective 31.2 The County shall promote the construction of multi-family and manufactured housing units by the Kings County Housing Authority.

Policy 31g: Promote the development by the Housing Authority of 100 units of multi-family housing for very low, low, and moderate income families.

Policy 31h: Provide adequate public information to ensure that the public and developers are aware that mobile homes are permitted by the County Zoning Ordinance.

Policy 31i: Assist very low income residents living in mobile homes by providing health and safety inspections and possible repairs to their homes. If Community Development Block Grant (CDBG) funding is available, assist in the repair of up to 24 units.

Objective 31.3: The County shall encourage the development of housing which is affordable to median to moderate income first time homebuyers.

Policy 31j: Through 1993, when the pertinent agreement terminates, encourage the development of at least 20 new housing units through joint involvement with the cities in the Mortgage Credit Certificate Program.

<p>GOAL 32: Remove governmental constraints to the maintenance, improvement, and development of housing.</p>

Objective 32.1: Kings County shall encourage the construction of energy efficient housing.

Policy 32a: Make low cost plans for energy efficient housing available to the public for the cost of duplication.

Policy 32b: Make the latest technical information on energy efficient housing and energy codes available to the public.

Objective 32.2: The County shall survey neighborhoods on a periodic basis to assess the condition of public infrastructure, and shall incorporate the information collected in capital outlay and assistance programs.

Policy 32c: In an attempt to eliminate health hazards, establish programs of community water and sewer infrastructure construction, repair, or modernization, using available federal, state, and County funds.

Objective 32.3: The County shall encourage the public to participate in federal and state housing assistance programs intended to meet the needs of County residents, especially those of low income.

Policy 32d: Publicize the availability of various federal and state housing programs to private enterprise.

Policy 32e: Attempt to eliminate any possible duplication of local efforts to provide low income housing by arranging annual study sessions with the Housing Authority, self-help groups, and residents.

GOAL 33: Conserve and improve the condition of existing housing and neighborhoods.

Objective 33.1: The County shall continue to encourage improvement of the existing housing stock.

Policy 33a: Prioritize areas targeted to receive CDBG housing rehabilitation funds by identifying neighborhoods with the largest stock of substandard units.

Discussion:

Owners of substandard units in targeted areas would be notified to upgrade their housing units. One possible source of funding would be CDBG grants or low interest rehabilitation loans offered by the Kings County Planning Agency. Owners selected to receive rehabilitation loans would be required to sign an agreement to repair their homes within a specific period of time or risk triggering local Building Code compliance requirements and possible notification of the State Franchise Tax Board.

Policy 33b: Rehabilitate jointly with the cities of Corcoran, Hanford, and Lemoore approximately 15 housing units in city fringe areas, subject to available funding.

Objective 33.2: The County shall encourage programs of housing conservation and rehabilitation in deteriorating rural areas.

Policy 33c: Assist up to 15 units of existing housing stock per year, subject to receipt of CDBG funding.

Objective 33.3: The County shall administer the Building Code to assure that health and safety deficiencies are corrected in accordance with construction standards in effect at the time the structure was built.

GOAL 34: Ensure the implementation of the Housing Element, and monitor progress toward the attainment of housing goals.

Objective 34.1: The County shall conduct an annual evaluation of its progress toward implementation of all Housing Element programs.

Policy 34a: Report annually on the status of Housing Element program implementation to the Board of Supervisors.

GOAL 35: Promote equal housing opportunity.

Objective 35.1: Support actions that expand housing opportunities for lower income residents.

Policy 35a: Attempt to determine the amount, location, and type of farmworker housing needs in all parts of the County through discussion with the Employment Development Department, self-help, and agricultural workers' groups.

Policy 35b: During the site review process, offer density bonuses to developers submitting tract maps showing a percentage of the development devoted to low-income housing.

Policy 35c: Support the activities of the HumanRights/Fair Housing Commission, provide information on fair housing laws, and refer complaints of housing discrimination to the appropriate state or federal agencies.

Objective 35.2: Encourage the Housing Authority to construct housing which accommodates the special needs of senior citizens, handicapped persons, large families, migrant farmworkers, and families with female heads of household.

Policy 35d: Encourage the Housing Authority to modify its new public housing units to make them accessible to the physically handicapped.

Policy 35e: Encourage the Housing Authority to develop up to 50 units for the elderly and the handicapped which are near transportation lines and which provide access to medical services.

Policy 35f: Encourage the Housing Authority to keep a current list of landlords who rent units accessible to the handicapped.

III. IMPLEMENTATION

Housing Program 1:

Continue present efforts at substandard dwelling improvement and community cleanup, with emphasis on urban fringe areas.

Housing Program 2:

Monitor housing development and housing rehabilitation to determine whether income/affordability goals are being met.

Housing Program 3:

Monitor supplies of residentially-designated land as a means of keeping housing costs down.

SAFETY ELEMENT

I. INTRODUCTION

A. Purpose

The purpose of the Safety Element is to minimize loss of life and property in the event of a natural or manmade catastrophe. Safety Element policies are intended to prevent construction that would fail during such an event, and to minimize associated personal and financial suffering.

B. Consistency with Other Elements

The Safety Element is the primary vehicle for relating County land use policies to local safety planning. While the Land Use Element identifies areas where hazardous land uses may be located, the Safety Element contains policies for determining acceptable levels of public risk imposed by these land uses, as well as policies for mitigating the effects of natural or manmade catastrophes.

Because of this close connection between public safety and land use, Safety Element policies are also closely coordinated with the policies of the Open Space, Resource Conservation, Housing, and Circulation Elements as they relate to the locations of urban versus open land uses, housing concentrations, and transportation routes.

C. Scope and Organization

The Safety Element concentrates on those

hazards which are within the responsibility of the County to mitigate: geologic, flood, and fire hazards; hazardous materials; and airport safety.

The Safety Element describes the location and extent of known hazards. Maps of hazardous land uses and recommended evacuation routes are included. Factors related to survival during and after a catastrophic event, such as the required width of roadways serving as evacuation routes, are described. Acceptable levels of exposure to hazards are identified.

D. Determination of Acceptable Risk

Any activity poses some risk. The question for public officials is whether hazards which fall within the scope of public responsibility can be mitigated to acceptable levels. Where there is a question as to whether sufficient mitigation can be achieved, development will be delayed until such measures are found.

E. Response to Disasters

Should Kings County experience an extraordinary natural catastrophe, the Emergency Operations Plan (EOP) will guide the County's response. The Kings County Office of Emergency Services is responsible for maintaining the EOP, which concentrates on procedures and operations to be carried out during and after large-scale disasters.

II. GEOLOGIC HAZARDS

The policies of the Safety Element relating to geologic hazards are intended to prepare the community for seismically induced surface rupture, groundshaking and ground failure, liquefaction, seiche, landslides, and subsidence (see Glossary for definitions of terms). The objective is to reduce loss of life, serious injury, property damage, and economic and social dislocation resulting from a seismic event. Further technical data can be found in the Five County Seismic Safety Element and the "Preliminary Fault Activity Map of California" prepared by the California Division of Mines and

Geology. The following information is taken from the Five County Seismic Safety Element.

The greatest potential for geologic disaster in Kings County is posed by the San Andreas Fault, which is located approximately four miles west of the Kings County line (as shown in Figure 16). The Owens Valley fault group on the east side of the Sierra Nevada, and the White Wolf fault to the south of Kings County, pose smaller hazards.

The primary hazard due to seismic activity in Kings County would come from groundshaking,

the most widespread and damaging effect of an earthquake. The potential for extensive surface rupture is considered to be minimal, since no major fault systems are known to exist in Kings County. Minor surface rupture could be expected in areas of minor faulting, primarily in mountainous portions of southwestern Kings County. The danger of secondary natural hazards such as liquefaction, settlement, landslides, and seiches, which result from the interaction of groundshaking with existing ground instabilities, is considered to be minimal. Tsunamis, or tidal waves, are not considered a threat since the Pacific Ocean lies on the opposite side of the Coast Ranges and at a considerable distance from Kings County.

Figure 16 shows various seismic zones and areas where landslides, subsidence, or liquefaction

could be expected to occur. These zones are categorized by the intensity of ground motion that could be reasonably anticipated if there were an earthquake in the San Andreas fault zone which affected Kings County. Table 16 further describes the characteristics of each seismic zone. As shown there, Zones V4, C1, and C2 would likely experience the greatest groundshaking. Consideration of future development proposals in areas of potential liquefaction should place primary emphasis upon communicating to developers the findings of the Five County Seismic Safety Element. The problem of potential liquefaction should be handled on a site-by-site basis by a licensed soils engineer. For further information on seismic zones, see Appendix 7.

Damage and injury resulting from geologic hazards can be reduced to acceptable levels through zoning and building permit review procedures and construction standards. New construction conforming to the standards of the Uniform Building Code (UBC) will provide adequate protection. Dams, schools, and hospitals are more stringently regulated by state and federal agencies for protection against such hazards. It should be noted that the purpose of the earthquake provisions of the UBC is to prevent loss of life, not to prevent structural damage.

Since new structures can be designed and built to withstand probable shaking without collapse, the greatest existing danger relating to geological events is the continued use of older structures incapable of withstanding earthquake forces. Woodframe structures of two stories or less constructed prior to 1948 can be considered safe, while buildings constructed prior to 1948 of other materials should be considered suspect.

In all cases, unreinforced masonry structures should be considered unsafe.

There are no areas within Kings County in which a particular land use should be prohibited because of seismic conditions. Construction in the more critical seismic zones, however, would probably require additional reinforcement to offset the increased expected seismic forces.

Therefore, the safest seismic zones in Kings County correspond generally to the areas of greatest population concentration: Zone V1, the area of least expected seismic shaking, encompasses virtually all the major population centers in the Kings County area. Kettleman City and Avenal, however, are in more critical zones.

Present land use policies will minimize potential losses due to seismic events. The large minimum parcel sizes required in agricultural zones will reduce losses by lowering potential development density.

GOAL 36: Minimize loss of life and personal property caused by geologic hazards.

Objective 36.1: Regulate new construction to achieve acceptable levels of risk posed by geologic hazards.

Policy 36a: Prevent structural failure caused by groundshaking and other geologic hazards by adopting the latest version of the Uniform Building Code.

Policy 36b: Consider seismic hazards in the environmental review process. Include landslides, subsidence, liquefaction, flooding, local soils, and geologic conditions.

Policy 36c: To further reduce possible damage in case of earthquake, require open space land uses in areas identified for hazardous activities.

Policy 36d: Use the Uniform Code for the Abatement of Dangerous Buildings and the Uniform Housing Code to further assure safe construction and rehabilitation.

Policy 36e: Prohibit new construction directly astride known faults or fault zones. Allow only nonstructural land uses in such zones.

Table 16
SEISMIC ZONE DESCRIPTION

SEISMIC ZONE	GENERALIZED GEOLOGIC FORMATIONS	AMPLIFICATION OF SHAKING
*V1	Moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex	Amplification of shaking that would affect low to medium- rise structures is relatively high but the distance to either of the fault systems that are expected sources of the shaking is sufficiently great that the effect should be minimal
*V2	" " "	Amplification of shaking that would affect low to medium- rise structures is low and the distance to the San Andreas fault zone is moderate. The combined effect is that shaking is expected to be minimal
*V3	Thick section of marine and continental sedimentary deposits	Amplification of shaking is reduced by the damping effect of the thick sedimentary section, but the moderate proximity of the San Andreas fault zone results in a moderate increase in expected shaking over that for the east side of the valley
*V4	Thick section of consolidated sedimentary units overlain by thick unconsolidated alluvial fan deposits	Amplification of shaking is reduced by the damping effect of the thick sedimentary section, but its moderately close proximity to the San Andreas fault zone results in the expectation of moderately high shaking characteristics
**C1	Thick section of consolidated sedimentary units, with a high frequency of exposure	Amplification of shaking is low because of the firm nature of the surface in this area. But, because of its close proximity to the San Andreas fault zone, the combination results in moderate to moderately high shaking characteristics
**C2	Moderately thick section of marine sedimentary rock unit with a high frequency of exposure throughout the area, with some metamorphics locally, which are of minor importance	Amplification is low, but the close proximity of the San Andreas fault zone should result in moderately high to high shaking characteristics






* Valley Floor Seismic Zone

** Coastal Range Seismic Zone

Source: 1974 Five County Seismic Safety Element

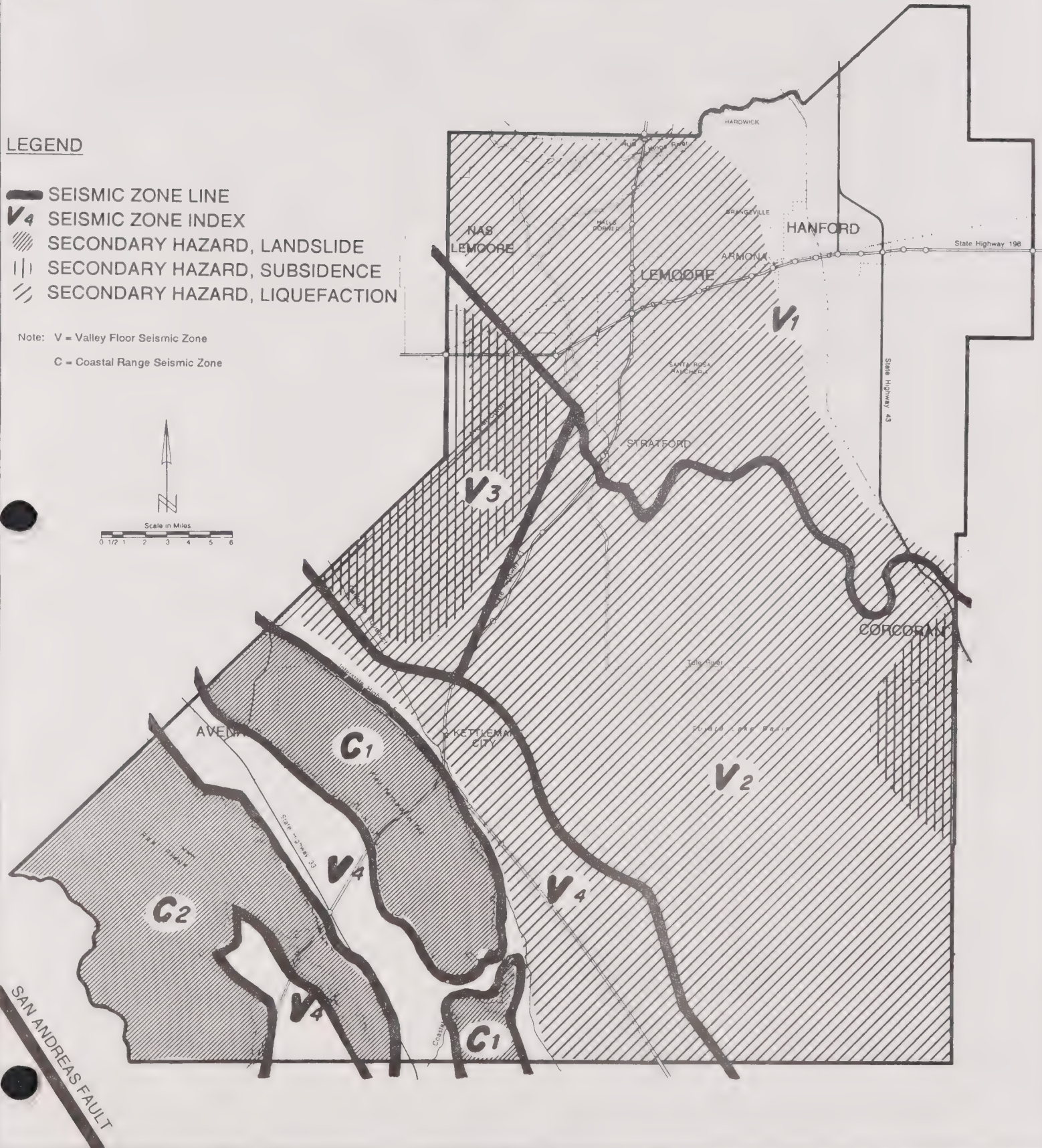
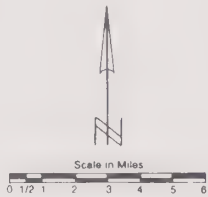
Figure 16
SEISMIC SAFETY MAP

LEGEND

-  SEISMIC ZONE LINE
-  SEISMIC ZONE INDEX
-  SECONDARY HAZARD, LANDSLIDE
-  SECONDARY HAZARD, SUBSIDENCE
-  SECONDARY HAZARD, LIQUEFACTION

Note: V = Valley Floor Seismic Zone

C = Coastal Range Seismic Zone



III. FIRE HAZARDS

A. Wildland Fires

The factors which contribute most to wildland, or nonurban, fires are topography, weather, and the existence of sufficient fuel (either natural vegetation or manmade structures).

The aspects of topography which contribute most to wildfire behavior are elevation, slope, and exposure. Since most of Kings County is essentially flat, sloping slightly towards a topographic low point in the Tulare Lake Basin, fire hazard in much of the county is classified as moderate. However, elevations in the southwestern portion of the County are more varied (ranging from the Kettleman Plains, elevation 500 feet, to Table Mountain, elevation 3,499 feet). Therefore, fire hazard in the more steeply sloped southwestern county areas is classified as extreme. Since this part of the county is isolated and contains no urban settlements, hazards to life and property are considered minimal.

Vacant parcels where dry weeds are permitted to accumulate are a fire hazard, but grain crops such as oats and barley are also at high risk since they are harvested in a dry state during the peak fire season. Crop fires account for most of the annual dollar loss due to wildland fires.

In 1992 there were 177 wildland fire incidents in the unincorporated county which caused \$4,155 in damage.

B. Urban Fires

In recent years fires in urban areas have not caused large-scale loss of human life. There is always the chance such a disaster could occur, depending upon many interrelated and complex factors, some of which are impossible to predict or prevent. These could include equipment malfunctions, arbitrary human errors, freak weather conditions, or combinations of the three.

In 1992 there were 622 fires in unincorporated areas of the county which caused \$2.6 million in damage.

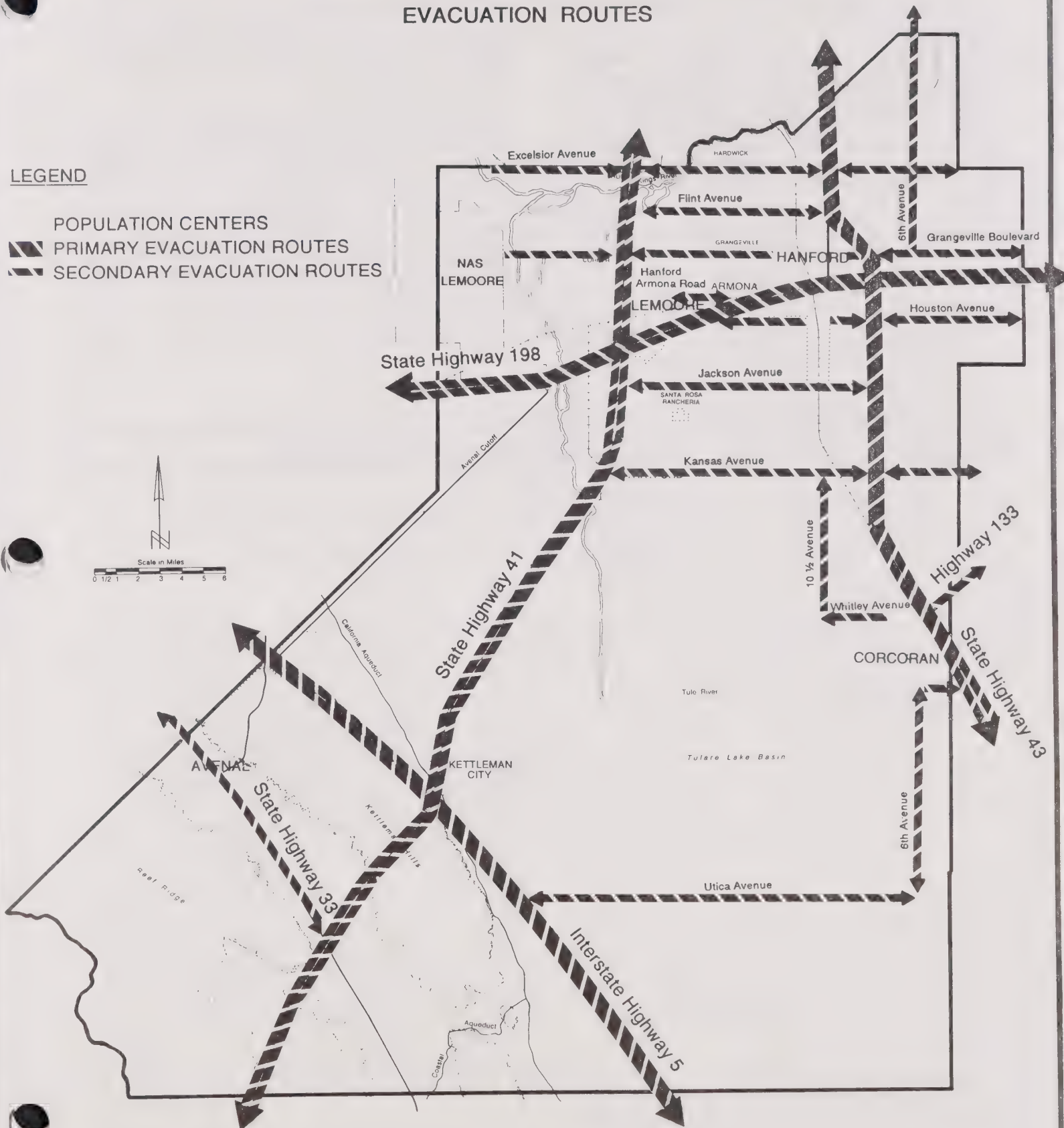
To decrease the hazard of urban fires, developers

are required to comply with the Kings County Improvement Standards as to minimum road widths, required clearances around structures, and peakload water capacity. Should evacuation be necessary, Figure 17 shows designated evacuation routes.

Figure 17
EVACUATION ROUTES

LEGEND

- POPULATION CENTERS
- PRIMARY EVACUATION ROUTES
- SECONDARY EVACUATION ROUTES



Source: 'Public Safety Element,' Kings County Regional Planning Agency

C. Fire Protection

Kings County operates twelve fire stations employing a total of 53 persons. Figure 18 shows the location and 5-mile service radius of each station. Structures located outside the 5-mile service radius will require a response time of more than 5 minutes. Each station conducts assessments of proposed industrial and business facilities to assure compliance with safety and design requirements. Fire stations also handle weed abatement on a complaint basis.

In rural areas, fire hazards posed by large areas of dry vegetation may be extremely high. Distance from stations and lack of road access may prevent timely response by firefighting

personnel. Wildland fire hazards may be reduced by mitigation measures including removal of dry vegetation around structures and installation of dependable water systems.

Fire regulations are intended to minimize personal injury and property damage, and to reduce the cost of fire suppression services. Increasing the use of built-in fire protection devices such as interior sprinkler systems is the most cost-effective way of achieving these objectives. All urban development is required to have adequate water available for fire suppression, whether from a hydrant and community system or an on-site storage tank. Project review should include an assessment of wildfire potential and needed mitigation measures.

GOAL 37: Prevent unnecessary exposure of people and property to injury from fire.

Objective 37.1: Regulate new development to reduce the risk of damage and injury due to fire.

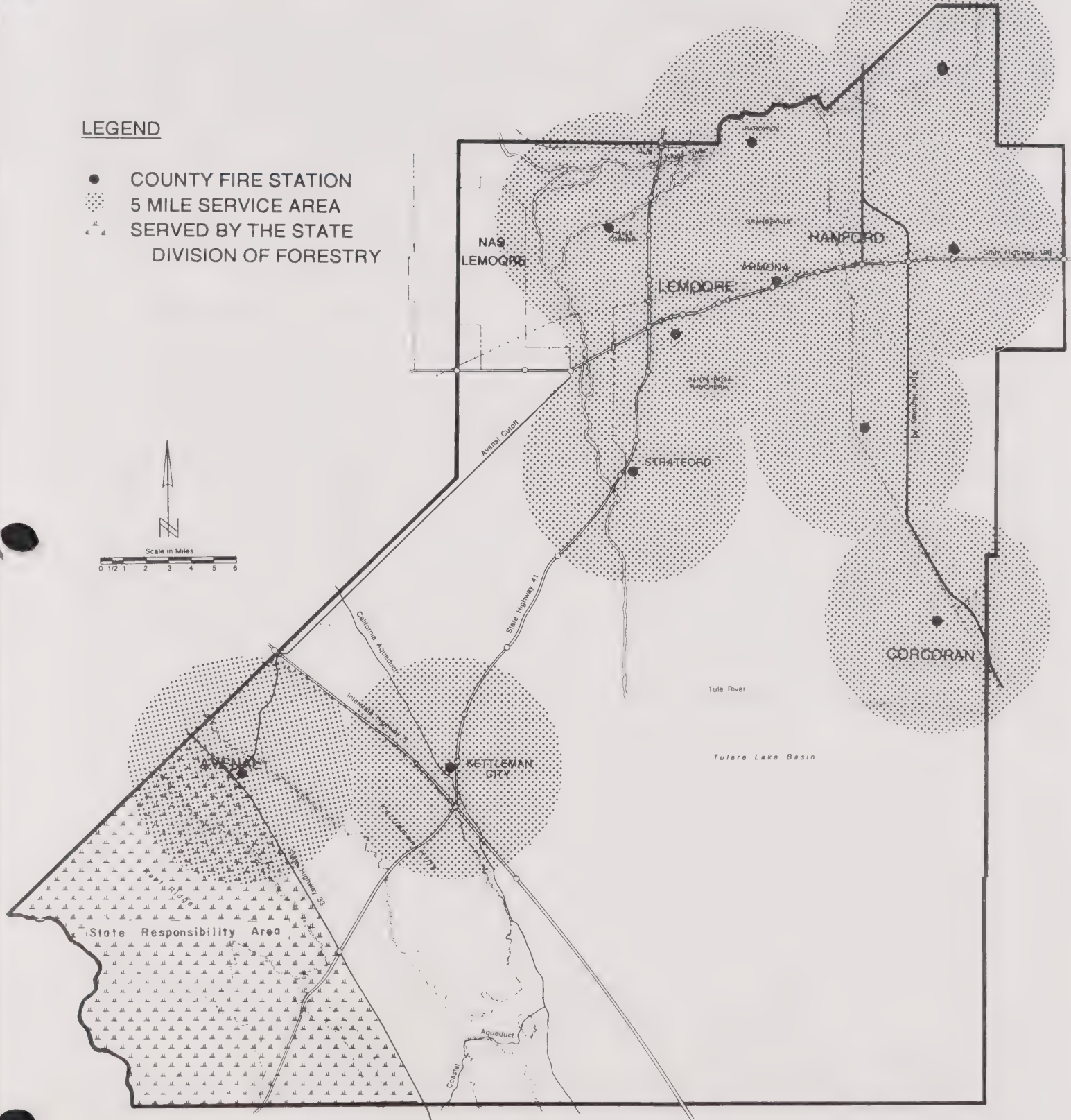
Policy 37a: Refer proposed development and code revisions to the County Fire Department for review and comment.

Policy 37b: Use the Uniform Code for the Abatement of Dangerous Buildings, and the Uniform Housing Code, to further assure safe construction and rehabilitation.

Figure 18
FIRE STATIONS AND THEIR SERVICE AREAS

LEGEND

- COUNTY FIRE STATION
- 5 MILE SERVICE AREA
SERVED BY THE STATE
DIVISION OF FORESTRY



Source: Kings County Fire Department 1993

IV. FLOOD HAZARDS

A. Flood Hazards in Kings County

Flooding can cause drowning, destroy buildings, and wash away public facilities, roads, crops, and soil. The disruption of sewage treatment services during flooding is a particular concern, since it can cause deterioration of drinking water quality and severely impact public health. Floodwaters may facilitate the proliferation of mildew, bacteria, and other disease vectors.

Historically, floods have been the major cause of disaster in Kings County. The primary cause of local flooding is the drainage pattern in the Tulare Lake Basin, in southern Kings County. This area has no outlet to the ocean unless the water is pumped by artificial means out of the Tulare Lake Basin.

B. Assessment of Flood Hazards and Risks

Significant flooding occurs in Kings County approximately every five years. The Federal Emergency Management Agency (FEMA) and the Federal Insurance Administration have assessed flood hazards for major streams in Kings County. Projected areas and likely severity of flooding are shown on the Flood Insurance Rate Maps

compiled by FEMA and maintained by the Kings County Planning Department (see Figure 19, also shown in the Land Use Element as Figure 11). Kings County maintains a floodplain management program based on these maps, and implemented through Chapter 5A of the Kings County Code of Ordinances (Flood Damage Prevention). The purpose of this ordinance is to prevent development in FEMA-designated floodprone areas, or to ensure that development in those areas can avoid or withstand flooding without increasing flood risk elsewhere.

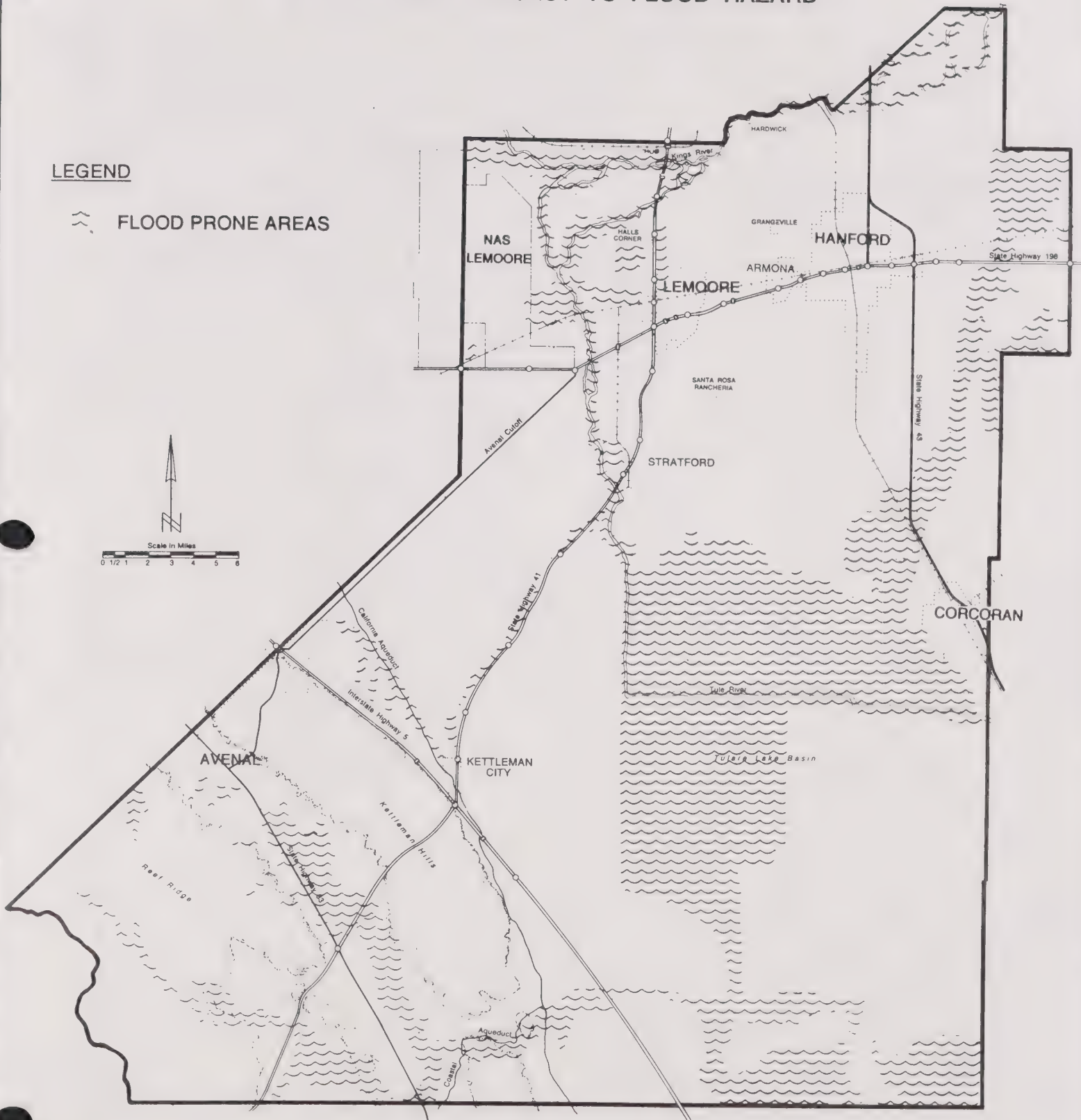
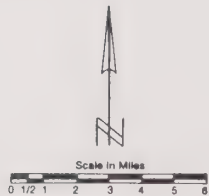
C. Flood Prevention and Control

The Terminus, Success, and Pine Flat Dams (located in the Sierra Nevadas just east of the Valley floor on the Kaweah, Tule, and Kings Rivers, respectively), plus improvements made to other flood control facilities in the Kings County area, have significantly reduced local natural flood hazards. According to Army Corps of Engineers inundation maps, the failure of Success Dam would not affect inhabited portions of Kings County. Pine Flat and Terminus are the only dams in the region which, if breached, might cause flooding of significance to local inhabited areas (see Figures 20 and 21). If

Figure 19
LOCAL AREAS SUBJECT TO FLOOD HAZARD

LEGEND

~ FLOOD PRONE AREAS

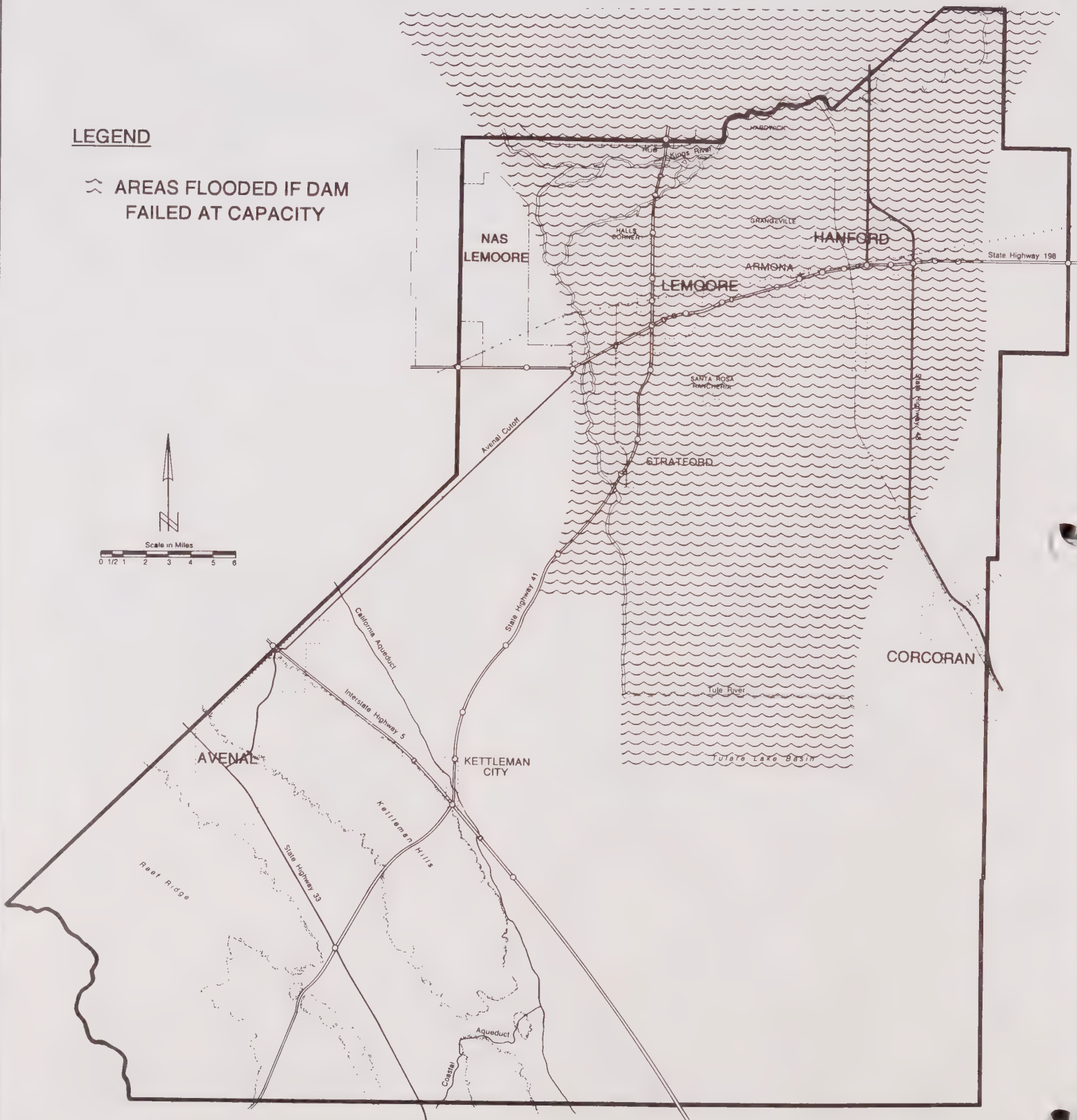
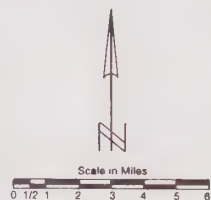


Source: Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map, Community Panel No. 06086 0001-0425, dated August 4, 1988

Figure 20
INUNDATION AREAS BELOW PINE FLAT DAM

LEGEND

~ AREAS FLOODED IF DAM
FAILED AT CAPACITY

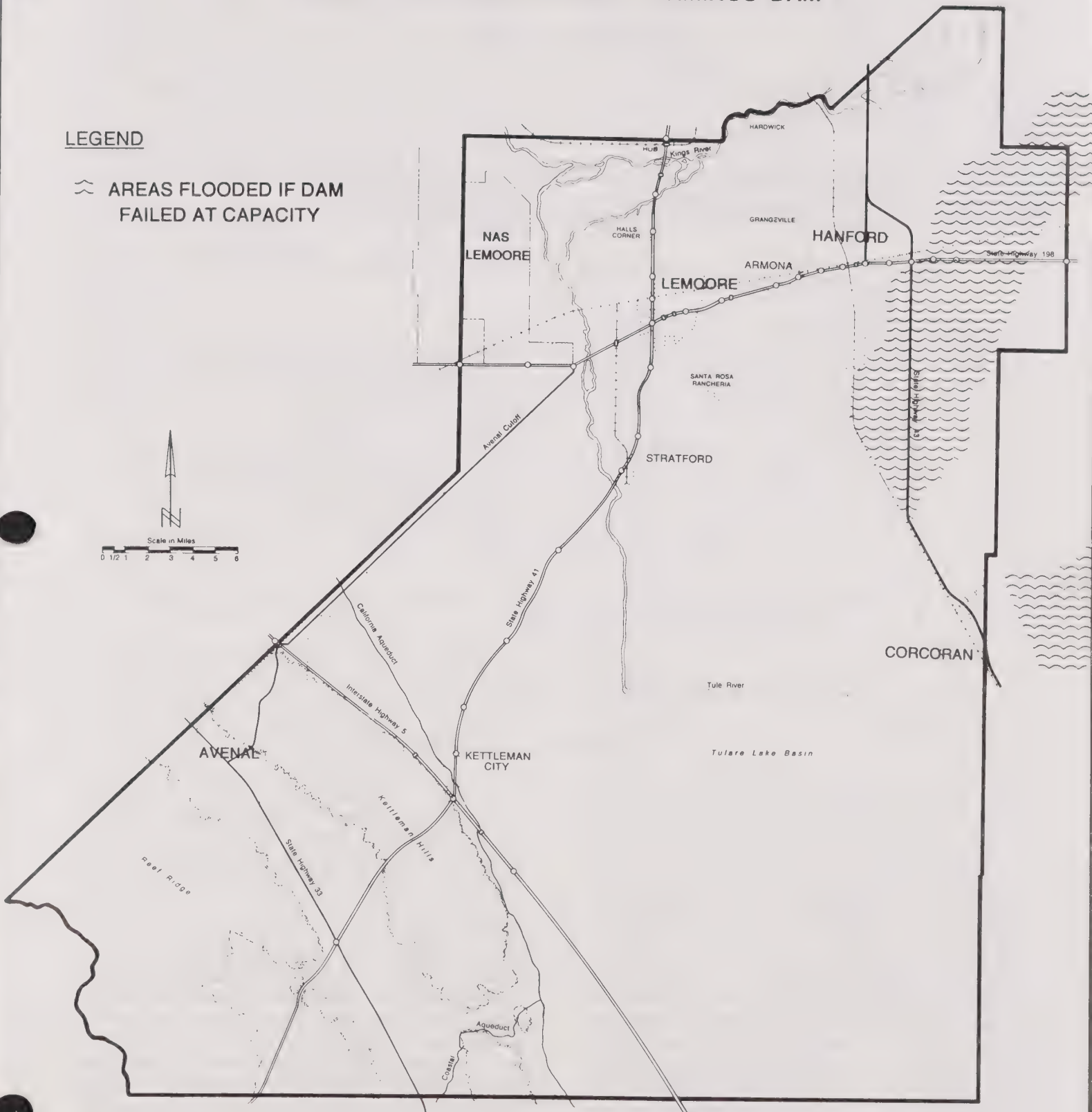
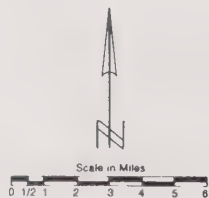


Source: U.S. Army Corps of Engineers

Figure 21
INUNDATION AREAS BELOW TERMINUS DAM

LEGEND

~ AREAS FLOODED IF DAM
FAILED AT CAPACITY



Source: U.S. Army Corps of Engineers

Pine Flat Dam failed while at full capacity, its floodwaters would arrive in Kings County within approximately five hours. If Terminus Dam failed while at full capacity, its floodwaters would arrive in Kings County within approximately twelve hours. The chances of any of these dams failing while at full capacity are considered remote.

Flooding in developed urban fringe areas is most effectively deterred by structural means such as curbs and gutters. In contrast, passive measures, such as the use of roadways with high crowns to divert floodwaters off the pavement onto adjacent property, are more effective in undeveloped rural areas.

GOAL 38: Prevent unnecessary exposure of people and property to flood damage.

Objective 38.1

acceptable level.

Regulate new development to reduce the risk of flood damage to an

Policy 38a: Incorporate Federal Emergency Management Agency (FEMA) maps and data into the land use planning and development review processes. Reserve FEMA- designated flood hazard areas for agricultural use and zone them for open space and agricultural purposes.

Policy 38b: Regulate development, water diversion, vegetation removal, and grading to minimize any increase in flood damage to people and property.

Policy 38c: Require developers to pay the cost of drainage facilities to handle surface runoff from new development.

Policy 38d: Require that tentative and final subdivision maps and approved site plans show areas subject to flooding.

Policy 38e: Enforce and maintain Chapter 5A of the Kings County Code of Ordinances (Flood Damage Prevention).

V. HAZARDOUS MATERIALS

Although reduction efforts and treatment methods have reduced waste generation, it is certain that hazardous wastes will continue to be produced. Therefore, it is important that emergency response procedures detailed in the Kings County Hazardous Waste Management Plan (KCHWMP) be observed. As described in Section IV of the Land Use Element, the KCHWMP was incorporated into the Kings County General Plan in 1990, was not rescinded upon adoption of this updated General Plan, and remains a part of this updated document by reference.

The County of Kings Hazardous Material Incident Response Plan also identifies specific agencies

and their responsibilities during an emergency caused by accidental transportation, pipeline, and industrial releases of hazardous material. This plan establishes the County policy which holds that funding for cleanup activities is the responsibility of the party which releases hazardous materials.

The handling and storage of hazardous waste are regulated by state and federal statute. Operators of commercial and industrial uses are required to register with the local administering agency (the Kings County Health Department, Division of Environmental Health). Handlers of acutely hazardous materials in excess of federal standards are additionally required to submit

hazardous waste materials business plans to the local agency.

VI. AIRPORT SAFETY

A. Purpose

Most of the public safety risk created by airports is borne by pilots and passengers. The primary hazard to the general public is the possibility of being injured on the ground during an aircraft accident. To reduce this risk, the Federal Aviation Administration requires runway protective zones and height limits on structures near airports.

The principal concerns of airport land use planners are the safety of the general public and noise compatibility. Airport planning boundaries define areas near airports within which safety or noise restrictions are imposed. The orderly development of public use airports and the promotion of public safety within airport planning boundaries are achieved by local Planning Commissions which, through the implementation of their General Plans, enforce land use policies around airports.

B. Public Use Airports

The only publicly-owned public use airport in Kings County is that of the City of Hanford. However, the private Corcoran Airport does permit public use. Most land uses surrounding the Hanford airport are not adversely affected by aircraft noise or the potential for aircraft accidents, although some residential areas do lie in the takeoff pattern. The City of Hanford is preparing an updated Airport Master Plan which, when completed, will address Hanford airport land use and noise issues in more detail.

In 1994 Kings County completed the "Kings County Airport Land Use Compatibility Plan". The purpose of the Plan is to establish procedures and criteria by which the County of Kings and the Cities of Corcoran and Hanford can address compatibility issues when making planning decisions regarding land uses within the sphere of influences of public use airports. The Plan criteria are intended to ensure that local general plans, specific plans, and zoning

ordinances take into account factors which influence compatibility between airports and the surrounding land uses. The "Kings County Airport Land Use Compatibility Plan" is incorporated into the Kings County General Plan by reference. The Plan only affects public use airports.

C. Agricultural Aircraft

Much of the use of private aircraft in Kings County is related to agriculture, either for cropdusting or private transportation over long distances. A significant number of local private aircraft are used for student pilot training and trips related to recreation and business; about 75 such aircraft are based at the Hanford airport. Kings County regulations permit new private-use noncommercial airports only in areas designated General Agriculture or Agriculture for Public Safety, away from urban concentrations. Commercial airports and heliports, including those used for cropdusting purposes, may be permitted as conditional uses in areas designated General Agriculture or Agriculture for Public Safety.

There is some interest in airport land use planning on the part of the local private sector. Although private involvement will likely remain informal and peripheral, it still may have some impact on future airport development decisions such as the installation of extended runways.

A final local airport land use planning consideration involves the Lemoore Naval Air Station (LNAS) in the northwestern corner of the county. Military jet aircraft operations at LNAS subject surrounding land uses to high noise levels, and nearby air traffic to potential aircraft accidents. The County has designated the area around the base Agriculture for Public Safety to ensure the preservation of large and sparsely developed parcels in the area for public safety purposes. This designation has proven effective in preventing land use and safety conflicts between the base and the general public. Furthermore, encroachment by civilian aircraft into military airspace is tightly limited; and LNAS

policies meet and exceed federal regulations governing safe flight altitudes. Further information can be found in the document entitled Air Installation Compatibility Use Zone

Studies (AICUZ), a set of land use compatibility guidelines published by the Navy and incorporated herein by reference.

GOAL 39: Prevent unnecessary exposure of people and property to risk of injury from airport operations.

Objective 39.1: Increase public safety by designating an "Airport Area of Influence" around public and private airports and implementing the policies of the "Kings County Airport Land Use Compatibility Plan."

Policy 39a: Regulate the development of property adjacent to the Corcoran and Hanford Airports by implementing the Primary Compatibility Criteria found in Table 16A of the Safety Element and the Compatibility Maps, Figures 22A and 22B, which are from the "Kings County Airport Land Use Compatibility Plan."

Policy 39b: Apply the "Agriculture for Public Safety" designation in the vicinity of the Lemoore Naval Air Station, and prohibit the creation of any homesites smaller than 40 acres in size.

Policy 39c: Work with the City of Hanford and the City of Corcoran to achieve consistent city and county land use policies for areas surrounding the Hanford and Corcoran airports.

Figure 22A
CORCORAN AIRPORT COMPATIBILITY MAP

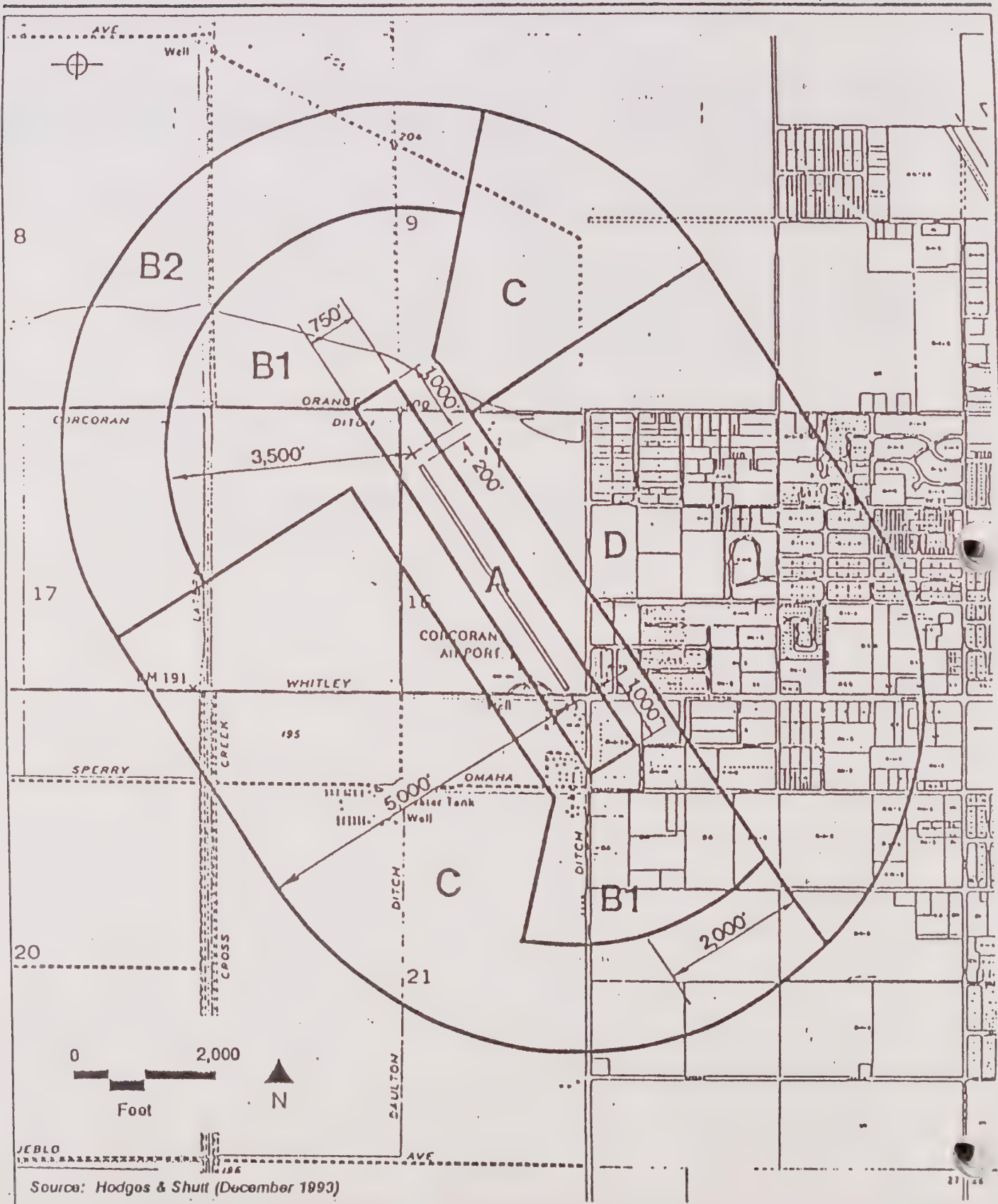


Figure 22B
HANFORD MUNICIPAL AIRPORT COMPATIBILITY MAP

Source: Hodges & Shutt (December 1993)

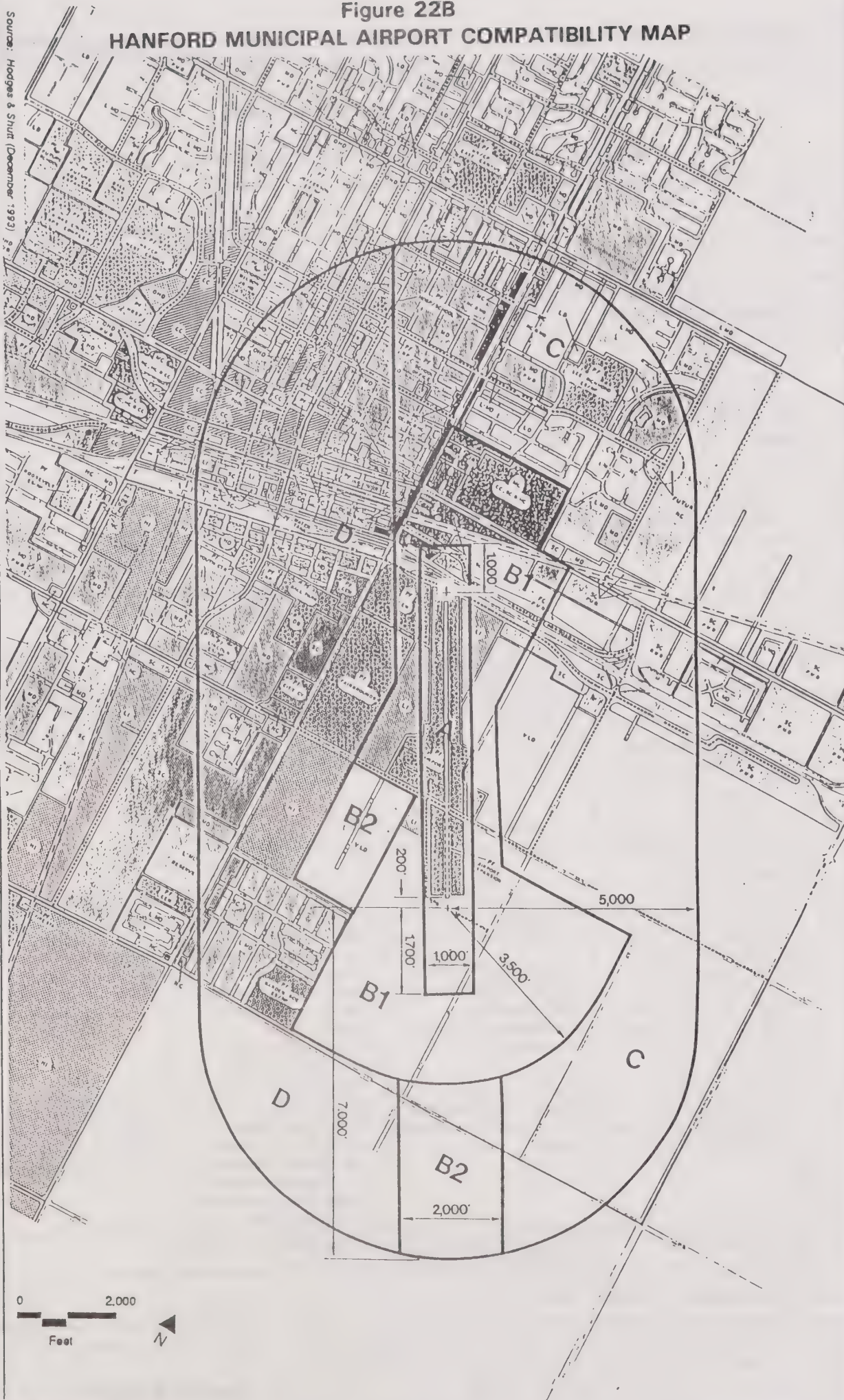


Table 16A
PRIMARY COMPATIBILITY CRITERIA

Kings County Airport Land Use Compatibility Plan

Zone	Location	Impact Elements	Maximum Densities		Required Open Land ³
			Residential (du/ac) ¹	Other Uses (people/ac) ²	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> • High risk • High noise levels 	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> • Substantial risk — aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway • Substantial noise 	0.1 (10-acre parcel)	60	30%
B2	Extended Approach/Departure Zone	<ul style="list-style-type: none"> • Moderate risk — aircraft commonly below 800 ft. AGL • Significant noise 	0.5 (2-acre parcel)	60	30%
C	Common Traffic Pattern	<ul style="list-style-type: none"> • Limited risk — aircraft at or below 1,000 ft. AGL • Frequent noise intrusion 	8	150	15%
D	Other Airport Environs	<ul style="list-style-type: none"> • Negligible risk • Potential for annoyance from overflights 	No Limit	No Limit	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses ⁴	Uses Not Normally Acceptable ⁵
A	<ul style="list-style-type: none"> • All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Aboveground bulk storage of hazardous materials • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Dedication of aviation easement 	<ul style="list-style-type: none"> • Aircraft tiedown apron • Pastures, field crops, vineyards • Automobile parking 	<ul style="list-style-type: none"> • Heavy poles, signs, etc. • Orchards, large trees
B1 and B2	<ul style="list-style-type: none"> • Children's schools, day care centers, libraries • Hospitals, nursing homes • Highly noise-sensitive uses (e.g., outdoor theaters) • Aboveground bulk storage of hazardous materials⁷ • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Locate structures maximum distance from extended runway centerline • Minimum NLR⁸ of 25 dBA in residential and office buildings • Dedication of aviation easement 	<ul style="list-style-type: none"> • Uses in Zone A • Agricultural uses except ones attracting birds • Single-family residences on existing lots • Warehousing, truck terminals, low-intensity manufacturing • Single-story offices • Low-intensity retail (e.g., auto, furniture sales) 	<ul style="list-style-type: none"> • Residential subdivisions • Multi-family residential • Intensive retail uses • Intensive manufacturing or food processing uses • Multiple story offices • Hotels and motels
C	<ul style="list-style-type: none"> • Children's schools • Hospitals, nursing homes • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Dedication of overflight easement for residential uses 	<ul style="list-style-type: none"> • Uses in Zone B • Parks, playgrounds • General retail, offices, etc. (2-story maximum) • Low-intensity manufacturing, food processing • Two-story motels 	<ul style="list-style-type: none"> • Major shopping malls • Theaters, auditoriums • Large sports stadiums • Hi-rise office buildings
D	<ul style="list-style-type: none"> • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Deed notice required for residential development 	<ul style="list-style-type: none"> • All except ones hazardous to flight 	

Source: Hodges & Shutt (December 1993)

Table 16A
PRIMARY COMPATIBILITY CRITERIA
Kings County Airport Land Use Compatibility Plan

NOTES

- 1 Residential development should not contain more than the indicated number of dwelling units per gross acre. Clustering of units is encouraged as a means of meeting the Required Open Land requirements.
- 2 The land use should not attract more than the indicated number of people per acre at any time. This figure should include all individuals who may be on the property (e.g., employees, customers/visitors, etc.). These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses.
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan. See supporting compatibility policies on safety for definition of open land.
- 4 These uses typically can be designed to meet the density requirements and other development conditions listed.
- 5 These uses typically do not meet the density and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists.
- 6 Hazards to flight include physical, visual, and electronic forms of interference with the safety of aircraft operations. See supporting compatibility policies on air-space protection for details.
- 7 Storage of aviation fuel, other aviation-related flammable materials, and up to 2,000 gallons of nonaviation flammable materials are exempted from this criterion in Zones B1 and B2.
- 8 NLR = Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure.

VII. IMPLEMENTATION

Safety Program 1:

Consider approving expanded or revised ordinances dealing with public safety and other health-related concerns which do not respect political boundaries and which could logically be administered jointly and consistently by the County and the incorporated cities.

Safety Program 2:

Establish a new "Public Safety" overlay designation to be used in conjunction with other land use regulating zones. The overlay, intended mainly for application to the expanded Naval Air Station "greenbelt" area and to municipal airport runway approaches, would contain a height limitation and a forty-acre minimum parcel size.

Apply the overlay to the areas designated "Open Space for Public Safety" and "Designated Floodway" on the plan maps.

Safety Program 3:

Make available to builders and developers the findings of the Five County Seismic Safety Element.

Establish procedures for dealing with geologic reports and investigations, particularly when critical facilities are involved.

Safety Program 4:

Upon completion of the "Comprehensive Land Use Plan" for airports, integrate the spheres of influence and policies for the Hanford and Corcoran airports into the General Plan.

NOISE ELEMENT

I. INTRODUCTION

A. Purpose

The purpose of the Noise Element is to reduce conflicts between noise and noise-sensitive land uses.

B. Consistency with Other Elements

The Noise, Land Use, Circulation, Housing, and Open Space Elements are closely related. The Noise Element addresses major sources of noise; the Land Use, Housing, and Open Space Elements designate the locations of various land uses considering factors including compatibility with noise sources; and the Circulation Element addresses the locations and levels of use of noise-producing transportation facilities such as roadways, rail lines, and airports.

C. Scope and Organization

The Noise Element relates noise levels to noise-sensitive land uses. Criteria for determining compatibility between land uses and noise levels are defined. Current and projected noise levels at various locations are shown in terms of noise contours. Noise control issues are discussed, and policies to achieve noise compatibility between land uses are listed.

Noise sources studied in this element include state highways and county roads, airports, industrial facilities, and auto racing at the Kings County Fairgrounds.

Noise-sensitive land uses include educational facilities; medical, nursing, and mental care facilities; residential areas; churches; hotels and motels; outdoor sports and recreation facilities; and business and professional offices.

II. NOISE IN KINGS COUNTY

A. Background

Residential and institutional land uses normally require a relatively peaceful environment. Creating such an environment, however, can conflict with the needs of industrial, commercial, or agricultural land uses.

Noise control can be achieved by separating conflicting land uses. For example, since farming activities create more noise at all hours than would be considered acceptable in urban residential areas, Kings County policy is to sharply limit population growth in rural areas.

Unless noted otherwise, the noise measurements and contours used in this element are based upon general information such as average activity levels and usual hours of operation; they do not reflect site-specific or one-time-only measurements. Calculations were performed by Kings County and Brown-Buntin Associates of Visalia. Information

on the Hanford Municipal Airport comes from the Hanford Municipal Airport Master Plan. Noise contours for the Lemoore Naval Air Station were taken from the Air Installation Compatible Use Zones (AICUZ) Study.

B. Effects

Noise can have detrimental psychological and physiological effects, including changes in heart and respiration rates, interference with sleep, and diminished performance on tasks demanding concentration or coordination. For this reason the requirements of noise-sensitive land uses such as schools, hospitals, and residences is a major factor when determining the placement of land uses generating high noise levels.

C. Local Sources

Potentially significant sources of noise include state and County highways, the Lemoore Naval Air Station, airports in Hanford and Corcoran, the

operations of the Southern Pacific and Santa Fe Railroads, agricultural activities varying by season, and auto racing activities at the Kings County Fairgrounds and the Lemoore Jet Bowl.

Noise contours for significant local sources are shown in Appendix 8, Figures 23-29.

D. Analyzing Noise Levels

The terms used in this element to describe noise include:

Decibel: noise level measured by a meter which perceives sound in a manner similar to the human ear.

Community Noise Equivalent Level (CNEL): a noise measurement obtained over a 24-hour period and computed on an annual average basis. Evening and nighttime measurements are weighted to account for the greater irritation caused by noise emitted during those periods. Used in this element to calculate noise at the Hanford, Corcoran, and Salyer airports.

Day/Night Average Sound Level (Ldn): almost identical to CNEL, except that only nighttime measurements are weighted; used in this element to calculate traffic and train noise.

Equivalent Sound Level (Leg): the average of several measurements of fluctuating

sound, normally computed for a 1-hour sample period; not weighted for night or evening noise.

Noise is defined as unwanted sound. Noise is measured in terms of decibels, which can be shown on a map as contours representing areas of equal decibel values. Since these contours can help identify areas where existing noise levels may be inappropriately high for a proposed adjacent land use, they can provide a factual basis for land use planning and decisionmaking.

Noise levels can vary greatly over time. For example, due to daily commute patterns, highway noise measured at a distance of 100 feet from the roadway may range between 50 and 90 decibels depending upon the time of day and amount of traffic.

Airport sound levels fluctuate even more greatly than highway noise levels due to the smaller number, but higher decibel level, of individual flight operations compared to roadway vehicle operations.

Seasonal variations may also account for fluctuations in noise level associated with agricultural activities and outdoor recreational events. For example, the operation of heavy agricultural equipment may be a major source of noise during the growing season, as may large-scale outdoor sports activities most often held during the fair weather months of the year.

III. NOISE SOURCES

Highways

Highway noise is related to such factors as vehicle speed, traffic volume, degree of exhaust muffling, roadway condition, and composition of the traffic itself--trucks producing more noise, and noise of a different character, than passenger cars. The highest noise levels caused by motor vehicle traffic are generated on high volume, high speed routes carrying a large percentage of trucks. Traffic noise is usually highest in urban settings where roadways are most densely

located.

Current and projected traffic volumes on Kings County highways are shown in Appendix 5, Table 15 (Circulation Element). Current and future highway noise levels were calculated by Brown Buntin & Associates, applying the Federal Highway Administration highway traffic noise prediction model to local traffic data. Noise contours for all County roadways are addressed in the consultant's report shown in Appendix 8.

B. Airports

Several Kings County airfields generate noise that impacts surrounding areas. These include the Lemoore Naval Air Station (LNAS), a military jet aircraft base; Hanford and Corcoran Airports, both public facilities serving general aviation; Salyer Farms of Corcoran, which operates a private airfield with the capacity to handle turbojets; and many smaller private landing strips serving agricultural operations around the county.

LNAS discourages, and Kings County severely limits, development of any sort within three miles of the air station, in part to limit the effect of jet aircraft noise on nearby land uses. The County implements its limitation by zoning the area for exclusive agricultural use at a minimum parcel size of 40 acres.

Most local general aviation activities occur at the Hanford Municipal Airport, south of State Highway 198 in the southeastern part of the city. Approximately 80 airplanes are based at this facility. Most of its 75-100 operations per day (or approximately 35,000 operations per year) are conducted by single- and twin-engine propeller aircraft whose normal landing pattern approaches the runway from the southeast. The standard takeoff pattern directs aircraft to turn east immediately after crossing State Highway 198 in order to minimize noise levels and overflight hazards (see Appendix 8, Figures 23 and 24, for existing and projected Hanford Airport noise contours).

The Corcoran Airport is located on the western edge of the city of Corcoran. Approximately 13 single-engine aircraft are based at the facility. Of the 5,000 annual operations originating at the Corcoran Airport, nearly all occur during daytime hours and approximately 85% involve cropdusters. The noise exposure map (Appendix 8, Figure 25) shows an area within approximately one-half mile of either end of the Corcoran runway where noise levels from departing planes may exceed 100 decibels. Future noise levels at the Corcoran Airport are not mapped because the

number of operations depends on the economy and therefore cannot be accurately predicted.

Agricultural aircraft operate from various private runways in rural areas of the county where population density is very low. Conflicts can result, however, when agricultural flights are conducted near the more densely populated urban areas.

The "Kings County Airport Land Use Compatibility Plan" contains Noise Compatibility Criteria that are an important consideration when making land use decisions that are found within the airport spheres of influence as identified by Figure 22A and 22B of the Safety Element. In order to protect future residential and commercial uses from noise impacts all land use decisions for projects located within the airport spheres of influence will be subject to the criteria of Table 16A of the Safety Element.

C. Railroads

Local railroad lines include an east-west Southern Pacific Railroad line and a north-south Atchison, Topeka, and Santa Fe Railroad line, which intersect in Hanford. The Santa Fe line carries the greater daily traffic, currently eight Amtrak passenger trains and 18 to 22 freight trains per day. Most north-south rail traffic moves through the county at approximately 50 miles per hour. Railroad noise levels are addressed in Appendix 8, Table 17.

The Southern Pacific Railroad no longer serves Kings County. The east-west Southern Pacific tracks are currently used by the San Joaquin Valley Railroad Company, which operates two trains of approximately 5-10 cars each per day, five days per week, at approximately 10-20 miles per hour.

D. Industry

Several industrial locations contribute to the local noise environment. These include the Kings Industrial Park in Hanford, the Corcoran Industrial Park, and the Crisp Grain Mill in Stratford. Appendix 8, Figures 26-28, show maximum noise

contours at these locations. Future industrial noise levels have not been mapped because levels and locations of future industrial operations depend to a large degree upon the general economy, which is difficult to predict accurately in advance.

E. Other

1. Agriculture

Farming operations are common throughout nearly all of Kings County except the mountainous areas to the southwest and heavily developed areas within the larger communities.

Some of the more common noise sources associated with farming operations include tractors, harvesting equipment, spray equipment, cotton ginning operations, aerial cropdusters, and stationary power sources including internal combustion pump engines.

A diesel engine will produce noise levels of 75-85 decibels at a distance of approximately 50 feet. Such levels generally do not last more than a few hours at a given location unless a stationary piece of equipment such as a pump motor is involved. Noise levels at cotton gins, operated 24 hours per day from mid-September to mid-December, range around 75 decibels at 120 feet, but may be shielded by buildings. Cropdusters vary in horsepower ratings and altitude flown but may register around 85 decibels at 600 feet. Noise levels for cropdusters can be very significant in areas near airports where these aircraft are frequently operated.

2. Solid Waste Disposal

Solid waste disposal and transfer facilities require heavy equipment and produce loud truck noise. At transfer stations the most significant noise sources are trucks and front loaders. The access roads leading to landfills and transfer stations may also be significant sources of noise due to the large volume of vehicles they carry. Noise impacts are generally limited to daytime.

3. Auto Racing

The noise generated by auto racing can vary greatly due to the number and type of vehicles racing and the seasonal nature of the activity. It is important, however, to separate noise sensitive land uses and raceways, since noise levels generated by auto racing events can reach 95 decibels per auto. This high noise level can be somewhat contained by the use of sound barriers or mufflers.

For approximately seven months each year--from March through November--weekend auto racing events are held at the Kings County Fairgrounds in southeast Hanford (see Figure 29 for maximum noise contours at this facility).

In Lemoore, similar weekend events are held from April through September at the Lemoore Jet Bowl, near the intersection of 18th and Iona Avenues, where the noise has produced conflicts with nearby residential areas. This facility is in the process of being relocated away from Lemoore residential areas to the east side of Highway 41, south of the Idaho Avenue alignment.

Future noise levels at local auto raceways are not mapped because it is impossible to predict their future locations and levels of operation.

IV. COMPATIBILITY OF LAND USES AND NOISE LEVELS

The compatibility of adjacent land uses can be determined by comparing maximum noise levels considered acceptable in each. When adjacent land uses are not compatible due to noise,

mitigation measures may be necessary. Table 18, Appendix 8, shows various land use designations and the maximum noise levels considered appropriate in each.

GOAL 40: Ensure the compatibility of proposed land uses in terms of their appropriate noise levels.

Objective 40.1: Avoid incompatibility of adjacent land uses by requiring appropriate noise-reducing mitigation measures.

Policy 40a: Use the information shown in Table 18, Appendix 8, as Kings County policy regarding the compatibility of land uses and noise levels produced or received. AICUZ (Air Installation Compatible Use Zones) Study maps of existing and projected noise contours at the Lemoore Naval Air Station are included herein by reference.

Policy 40b: Require developers of projects expected to produce excessive noise to mitigate the effects of the excessive noise on existing land uses.

Policy 40c: Require developers of noise-sensitive projects to mitigate for existing excessive noise sources which may be expected to impact the project.

V. IMPLEMENTATION

Noise Program 1:

Monitor the noise environment to determine whether the County should consider approving ordinances dealing with noise

pollution and other health-related concerns which do not respect political boundaries, and which could logically be administered jointly and consistently by the County and the incorporated cities.

FINAL ENVIRONMENTAL IMPACT REPORT

The final Environmental Impact Report for the 1993 Kings County General Plan consists of the Draft Environmental Impact Report, the minor amendments to it shown starting here on page FEIR-2 (which consist primarily of changes in page numbers), and the set of comments and staff responses shown starting here on page FEIR-6.

AMENDMENTS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT

The following General Plan page numbers, shown in the draft Environmental Impact Report, have changed as shown:

Page 8, change "e. Land use conflicts" as follows:

"...Policies for Urban Areas, pages ~~10 to 15~~ LU-1 to LU-6 and Agriculture, pages ~~16 and 17~~ LU-6 through LU-10."

Page 16-18, change the following page numbers, shown under Section 2.0:

- | | |
|------------------------------------|-----------------------------------|
| 1. Introduction | |
| a. Purpose | (page 1 <u>I-1</u>) |
| b. Authority | (page 1 <u>I-1</u>) |
| c. Scope | (page 1 <u>I-1</u>) |
| 2. Land Use Element | |
| a. Purpose | (page 8 <u>LU-1</u>) |
| b. Consistency with Other Elements | (page 8 <u>LU-1</u>) |
| c. Scope and Organization | (page 8 <u>LU-1</u>) |
| 3. Resource Conservation Element | |
| a. Purpose | (page 32 <u>RC-1</u>) |
| b. Consistency with Other Elements | (page 32 <u>RC-1</u>) |
| c. Scope and Organization | (page 32 <u>RC-1</u>) |
| 4. Open Space Element | |
| a. Purpose | (page 45 <u>OS-1</u>) |
| b. Consistency with Other Elements | (page 45 <u>OS-1</u>) |
| c. Scope and Organization | (page 45 <u>OS-1</u>) |
| 5. Circulation Element | |
| a. Purpose | (page 57 <u>C-1</u>) |
| b. Consistency with Other Elements | (page 57 <u>C-1</u>) |
| c. Scope and Organization | (page 57 <u>C-1</u>) |
| 6. Housing Element | |
| a. Purpose | (page 68 <u>H-1</u>) |
| b. Consistency with Other Elements | (page 68 <u>H-1</u>) |
| c. Scope and Organization | (page 68 <u>H-1</u>) |
| 7. Safety Element | |
| a. Purpose | (page 75 <u>S-1</u>) |
| b. Consistency with Other Elements | (page 75 <u>S-1</u>) |
| c. Scope and Organization | (page 75 <u>S-1</u>) |

- 8. Noise Element
 - a. Purpose (page 94 N-1)
 - b. Consistency with Other Elements (page 94 N-1)
 - c. Scope and Organization (page 94 N-1)

Page 18, Section D. Planning Area; change to read:

The location of this project is shown on Figures 1 and 2, pages ~~v and vi~~ x and xi, of the General Plan. Specific land use and circulation system diagrams are shown on Figures 3 through 10, pages ~~25 through 31~~ LU-17 through LU-23, of the General Plan.

Page 20-21:

A. General

- Socioeconomic (page ~~1-5 and 1-6~~ 1-3 and 1-4)
- Climate (page ~~1-5~~ 1-3)
- Topography (page ~~1-4~~ 1-3)
- Soils/Geology (pages ~~RC-6 and 7~~ RC-4 and RC-5)
- Regional Setting (page ~~1-5~~ 1-3)
- County Setting (page ~~1-5~~ 1-3)
- Growth Projections (page ~~1-5~~ 1-4)
- Population Characteristics (page ~~1-6~~ 1-4)
- Labor Force and Employment (page ~~1-6~~ 1-4)

B. Risk of Upset

- Seismic/Geologic (pages ~~S-3 through 7~~ S-1 through S-5)
- Flooding (pages ~~S-12 through 16~~ S-10 through S-14)

C. Resources

- Agricultural Resources (pages ~~LU-10 through 14~~ LU-6 through LU-10)
- Scenic Resources (pages ~~OS-3 through 5~~ OS-1 through OS-4)
- Cultural Resources (pages ~~OS-12 and 13~~ OS-9- and OS-10)
- Biotic Resources (pages ~~RC-8 through 12~~ RC-5- through RC-9)

D. Physical Environment

- Water Quality (pages ~~RC-2 and 3~~ RC-1 and RC-2)
- Air Quality (pages ~~RC-4 and 5~~ RC-2 through RC-4)

E. Human Environment

Schools	(Figure 3, page LU-21 <u>LU-17</u>)
Solid Waste	(Figure 3, page LU-21 <u>LU-17</u> ; page RC-14 <u>RC-10</u> ; Table 10 Appendix 2 <u>Table 12</u> , page <u>LU-16</u>)
Hazardous Waste	(page LU-16 <u>LU-12</u>)
Fire Protection	(pages S-8 through 11 <u>S-6 through S-9</u>)
Land Use Conflicts	(page I-2 <u>I-1</u>)
Circulation	(pages CIRC 1 through 13 <u>C-1 through C-8</u>)
Sewer	(page LU-3 <u>LU-2</u>)
Water Supply	(page LU-3 <u>LU-2</u>)
Storm Drainage	(page LU-17 <u>LU-12</u>)

Page 31, Section 4.021, "Surface Water;" paragraph 3, line 5, change to read:
"...water rights holders in Kings County in average or below average water years."

Page 32, paragraph 3, line 2, change to read:
"...artificial recharge, and ~~return flow~~ percolation from applications of irrigation water."

Page 37, paragraphs 3 and 4, change to read:
"Surface water is delivered to a number of public water management districts and private water companies in the County. The largest of these entities are is the Tulare Lake Basin Water Storage District (TLBWSD) and the Kings County Water District (KCWD) which imports an average of 115,000 acre-feet per year from the State Water Project...."

The Kings County Water District (KCWD) contains approximately 130,000 acres of irrigated land in northeast Kings County. With water rights on the Kaweah and Kings Rivers delivered by various ditch companies and an intermittent supply of Friant Kern Canal water, the district imports approximately 20,000 acre-feet of water per year. The District ~~provides~~ rents surface water to private ~~irrigation companies~~ property owners and, when surplus water is available, operates a ground water recharge program."

Page 44-45, change the last sentence of each of the following nine paragraphs to show minimum parcel sizes ranging from 20 to 40 acres:

Wasco-Panoche-Westhaven
Lethent
Lethent-Garces-Panoche
Lethent-Excelsior
Gepford-Westcamp-Houser
Tulare
Armona-Lakeside-Grangeville
Nord
Kimberline-Garces

Page 62, change paragraph 1 as follows:

"...Other school districts which cover small portions of the Hanford area include Kit Carson, Kings River-Hardwick, Lakeside, Armona, and Pioneer. The General Plan (~~Table 6~~ Table 8-- Minimum and Maximum Potential Housing Units) shows...."

Appendix C, "Statement of Overriding Consideration":

Eliminate Appendix C and place "Statements of Overriding Consideration" in the Planning Commission and Board of Supervisors Resolutions of Approval and Adoption, respectively.

Comments Received; Staff Responses to Comments Received:

See attached copies of comments and responses.

COMMENTS RECEIVED ON DRAFT ENVIRONMENTAL IMPACT REPORT:
STAFF RESPONSE

1993 KINGS COUNTY GENERAL PLAN

DRAFT "FINAL ENVIRONMENTAL IMPACT REPORT"

1. Draft "Final Environmental Impact Report,"
Greg Collins and Associates, 1002 W. Main Street, Visalia, CA
2. Richard L. Harriman, P.O. Box 1118, Hanford, CA 93232
3. San Joaquin Valley Unified Air Pollution Control District,
1999 Tuolumne, Suite 200, Fresno, CA 93721
4. State Lands Commission, 1416 Ninth Street, Sacramento, CA 95814
5. State Department of Conservation, 801 K Street/MS 24-02, Sacramento CA 95814

Note: The draft "Environmental Impact Analysis" found in the public review draft General Plan Update, plus the comments and responses contained here in Section 5, comprise the "Final Environmental Impact Report."

FINAL ENVIRONMENTAL IMPACT REPORT

Introduction

The proposed project, Kings County General Plan Update, contains seven State-mandated general plan elements - land use, circulation, housing, resource conservation, open space, noise and safety.

The County has caused to be prepared a draft environmental impact report (DEIR) on its General Plan Update. The DEIR has been circulated by the County of Kings and the State Clearinghouse for public review and comment in accordance with the California Environmental Quality Act (CEQA), as amended.

Purpose

The purpose of the final environmental impact report (FEIR) is to bring together the comments on the DEIR, and the responses to those comments. In addition, the FEIR also serves to correct any verbiage and grammar mistakes made in the DEIR. The FEIR is a document that is designed to provide decision-makers and the public with the necessary information needed to evaluate the impacts of the project.

The contents of the FEIR include the following components:

- Letters received by the Kings County commenting on the DEIR followed by the Consultant's response to the comments.
- The draft environmental impact report (DEIR)

Comments and Responses

The following letters have been received by the Kings County commenting on the General Plan Update DEIR. Each comment letter has been given a number. CEQA only requires the lead agency respond to significant environmental points contained in each letter. The written responses provided by the Consultant shall describe the disposition of the significant environmental issues raised.

Kings County General Plan Update Final Environmental Impact Report

LETTER NO. 1

Richard L. Harriman
Law Offices of Richard L. Harriman
October 12, 1993

Comment No. 1

Mr. Harriman indicates that Section 7.0 Long-Term Implications of the Proposed Project, assumes the County will not implement mitigation measures that will offset increased air emissions, loss of biological resources, and development of agricultural land caused by the project.

Response No. 1

Mr. Harriman is correct when he makes the above assumption. The Consultant believes that at best, should the County adopt and implement mitigation measures contained in the DEIR, the above impacts will still occur. For this reason, those impacts are listed under Section 7.02, Irreversible Environmental Changes, and Section 5.0, Unavoidable Adverse Environmental Changes.

Comment No. 2

Mr. Harriman describes opportunities to restore wetlands in Kings County through various measures, including reclamation of marginal agricultural land, purchase of surface water rights, and restoration of habitat.

Response No. 2

These opportunities, and others, could be implemented through the recommended mitigation measures listed under Section 4.04, Biotic Resources. These mitigation measures are restated as follows:

1. For the present, Kings County will continue its current procedures relating to the mitigation of impacts on wildlife habitat, using the Biological Resources Survey (Appendix 3 to the General Plan) for guidance as to specific procedures. Development projects will, as always, be required to work with the State Department of Fish and Game and the United States Fish and Wildlife Service to mitigate potential impacts to wildlife habitat. Implementation of the Biological Resources Survey is a County policy for the mitigation of impacts on habitat.

After adoption of the General Plan Update, Kings County will participate with other agencies throughout the San Joaquin Valley in a Regional Biodiversity Study, aimed at adoption of a Habitat Conservation Plan applicable to the entire San Joaquin Valley region. At that point, the General Plan can be revisited and changes made to programs and procedures to implement the results of the regional study.

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2. Amend the Kings County Zoning Ordinance to provide for a biotic density bonus. Property owners that dedicate lands that are in a native state for preservation would be awarded a density bonus for the number of residential units that they could place on the remaining portion of their property.
3. The Planning Department should require biological assessments on all discretionary planning permits that involve native plant communities.

Specifically, restoration and reclamation of land for biotic purposes could be implemented through a Habitat Conservation Plan. Within this Plan, the County could focus on biotic resources in the county and how to facilitate reclamation and restoration of this resource.

Comment No. 3

Mr. Harriman indicates that Section 7.02, Irreversible Environmental Changes, is inadequate in that this section lacks discussion and analysis of the project's impact on biological resources

Response No. 3

CEQA requires a DEIR to analyze the extent to which a project's impacts will commit nonrenewable resources (in this case biological resources) to uses that future generations will probably be unable to reverse.

The discussion and analysis of the project's impact on biological resources is contained in Section 4.04, Biotic Resources. Further, the DEIR discusses alternatives to the proposed project that would avoid the irretrievable commitment of native lands to urban or agricultural uses. This discussion is contained in Section 6.0, Alternatives to the Proposed Project. Under this Section, the DEIR discusses an "environmentally suggested alternatives", which seeks to avoid "developing" native lands within the planning area.

Comment No. 4

Mr. Harriman indicates that there is no discussion or analysis of the environmental effects of agricultural waste water evaporation ponds and the potential for habitat mitigation opportunities.

Response No. 4

The impact of agricultural waste ponds on biological resources, especially migratory birds, is a serious environment impact, however, this impact will not result from this project and therefore is not required to be discussed in the DEIR. This type of environmental impact is a result of certain agricultural practices. The adoption of a general plan will not affect this practice.

Kings County General Plan Update Final Environmental Impact Report

Comment No. 5

Mr. Harriman indicates that Section 7.04 Cumulative Impacts, is inadequate in that this section fails to quantify the air emissions coming into Kings County from upwind sources. In addition, Mr. Harriman feels that the emissions from all unincorporated areas must be added to this upwind total and analyzed accordingly.

Response No. 5

Section 7.04 of the DEIR indicates that the project will create air pollution and loss of agricultural impacts. The DEIR has stated that these impacts will be both cumulative and significant.

Mr. Harriman's request that the Consultant 1) quantify the amount of air emissions entering Kings County from upwind sources and 2) that the Consultant determine the emissions generated from unincorporated cities and towns in Kings County and add those figures to the upwind sources total, is beyond the scope of this DEIR. In the case of the first information request, this data is not available (Personal conversation with Richard L. Milhorn, senior environmental planner, SJVUAPCD, 1993). The SJVUAPCD is working on a multi-million dollar study to determine the amount of emissions coming into the Valley from the Bay Area; however, the results of this study will not be available for at least another year.

Secondly, there does not exist an air emissions program that will calculate the total emissions generated by any given city or town in the San Joaquin Valley. However, the DEIR did state that the emissions generated by the project, when added to emissions already generated from the planning area, would have a significant and cumulative impact on the air quality environment. Further, that the deterioration of air quality in the planning area would have an adverse impact on health of residents in Kings County and on the economy of the county.

LETTER NO. 2

San Joaquin Valley Unified Air Pollution Control District
October 14, 1993

Comment No. 1

The District notes that the San Joaquin Valley Air Basin is the second largest air basin in California, not the largest.

Response No. 1

This correction are so noted by the county.

Comment No. 2

The District states that motor vehicles are a major source of ozone precursors.

Kings County General Plan Update Final Environmental Impact Report

However, new information available to the District indicates that stationary sources are the largest source of ozone precursors; motor vehicles now rank second.

Response No. 2

The county notes this new information on ozone precursors.

Comment No. 3

The District indicates that residential wood burning and agricultural burning generate a significant amount of PM10.

Response No. 3

The third paragraph under Section 4.01, Air Quality, will be amended to indicate that the major sources of PM10 are agricultural operations, which generate dust, aerosols, and soot; industries, which generate fumes and mists; and residential wood burning and agricultural burning, which generate ash and soot.

Comment No. 4

Table No. 2, entitled Ambient Air Quality Standards, contains incorrect information regarding two State air emission standards.

Response No. 4

Table No. 2 has been corrected.

Comment No. 5

Table No. 5, entitled Air Emissions, San Joaquin Valley Air Basin - 1987, had the headings CO and NOx transposed. This error resulted in errors in other sections of the DEIR.

Response No. 5

Table No. 5 has been corrected. The paragraph following Table No. 5 has been amended to indicate that the CO and NOx emissions generated from mobile sources in Kings County in 1993 are only .5 and .3 percent of the CO and NOx mobile emissions generated in the Valley in 1987.

The paragraph following Table No. 7 has been amended to indicate that the CO and NOx emissions generated from mobile sources in Kings County in 2005 are only .5 and .3 percent of the CO and NOx mobile emissions generated in the Valley in 1987. These percentages indicate that from 1993 to 2005 the CO and NOx emissions generated in Kings County from mobile sources will not increase.

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Comment No. 6

The District has compared the air emissions generated in Kings County from mobile sources in 1993 to projected air emission figures for 2005. The District accurately notes that TOGs will decrease by 15 percent and CO will increase by 7 percent, NO_x by 25 percent, PM₁₀ by 45 percent, and SO_x by 20 percent. The District notes that these increases are substantial and significant.

Response No. 6

The Consultant notes the District's analysis. The DEIR will be amended to indicate that the project will have a significant, adverse impact on the air quality in Kings County.

Comment No. 7

The District indicates that dust generated from construction activity contributes to health problems described in the PM₁₀ discussion noted on page 22 of the DEIR.

Response No. 7

The health problem associated with short-term dust problems associated with construction activity is so noted.

Comment No. 8

The District indicates that the DEIR should contain emission calculations for stationary sources from industrial operations, space and water heating sources, and residential wood burning sources.

Response No. 8

Calculating air emissions emanating from future industrial sources located in Kings County can not be determined. Neither the Consultant nor the County can determine the amount, type or location of industrial development that will occur in Kings County over the planning period. Any air emission figures generated by future industrial development over the planning period would be speculative at best.

Emission calculations for residential dwelling, which contain space and water heating and residential wood burning devices, is beyond the scope of this DEIR. The emissions generated by these sources of air pollution vary greatly. Space and water heating can range from solar to gas to electricity and wood burning devices can range from wood to pellets to a condition where a dwelling unit does not even contain a wood burning device.

Kings County General Plan Update Final Environmental Impact Report

Comment No. 9

The District has indicated that the mitigation measures contained in the DEIR will help in the valley-wide efforts to reach attainment of federal and state air quality standards. The District has provided the County with a list entitled "Suggested Air Quality Mitigation Measures".

Response No. 9

This list of mitigation measures has been attached to the Final EIR. The county has the opportunity to incorporate these measures into the General Plan.

Comment No. 10

The District indicates that it is in the process of adopting Fugitive Dust Rules.

Response No. 10

The County notes this information.

Comment No. 11

The District indicates that it is in the process of adopting a Model Air Quality Element.

Response No. 11

After adoption of the General Plan Update, Kings County proposes to conduct an Air Quality study in conjunction with the cities, under the auspices of the Kings County Regional Planning Agency. This document should be based on the model Air Quality Element prepared by the San Joaquin Valley Unified Air Pollution Control District and integrated into the General Plan as appropriate.

Comment No. 12

The District indicates that even with the adoption of the mitigation measures contained in the DEIR, the project will still have a significant impact on air quality in the planning area.

Response No. 12

The County will amend the DEIR to indicate that the project will have a significant impact on the air quality in the planning area. Sections 5.0, Unavoidable Adverse Environmental Effects, and Section 8.0, Effects Found Not to be Significant, will be amended to reflect this finding.

**Kings County General Plan Update
Final Environmental Impact Report**

Comment No. 13

The District indicates that increased emissions resulting from the project should be noted in Sections 5.0, Unavoidable Adverse Environmental Effects, of the DEIR.

Response No. 13

The County will amend this section of the DEIR.

Comment No. 14

The District indicates that Alternative E will have a beneficial effect on air quality in the planning area and should be adopted.

Response No. 14

The County notes this recommendation and will provide this information to the Kings County Planning Commission and Board of Supervisors.

LETTER NO. 3
State Land Commission
October 22, 1993

Comment No. 1

The State Land Commission has provided background information to the County that pertains to its jurisdiction over state lands and water.

Response No. 1

The County notes this information.

LETTER NO. 4
State Department of Conservation
October 20, 1993

Comment No. 1

The Department requires clarification of two figures, 3333 acres and 709 acres, used in the DEIR, which refer to conversion of agricultural land to urban uses.

Response No. 1

The figure of 709 acres only shows up in Appendix 3 of the EIR. This appendix is removed from the EIR, and the "Statements of Overriding Consideration" will be

Final Environmental Impact Report

Kings County General Plan Update Final Environmental Impact Report

included in the Planning Commission and Board of Supervisors resolution approving and adopting the General Plan, as required by CEQA.

Concerning which figure is correct, 3,333 acres or 709 acres, the reader is directed to Appendix 2 of the General Plan document, Tables 5, 8, and 9. These tables list the amount of available land in the unincorporated portion of Kings County designated in the Land Use Element for residential, commercial, and industrial uses. These are:

Residential	1,695 acres
Commercial	635 acres
<u>Industrial</u>	<u>1,003 acres</u>
Total	3,333 acres

Comment No. 2

The Department indicates that the DEIR should provide additional information on the Williamson Act.

Response No. 2

The location and amount of land restricted under Williamson Act contracts in Kings County is a matter of public record and can be obtained from the Kings County Assessors Office. The General Plan will guide property owners with land under contract and are designated for development to file notices of non-renewal on their Williamson Act contract, however, the land would be required to remain in agricultural for ten years while the contract ran its course. In addition, land that is taken out of the Williamson Act can not necessarily be urbanized unless the General Plan and Zoning Ordinance indicate that the land is designated for development.

LAW OFFICES OF
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HAND DELIVERED

October 12, 1993

Mr. William R. Zumwalt
Director
Kings County Planning Department
Kings County Government Center
Hanford, CA 93230

Re: Kings County General Plan Update
Comments on the Public Review
Draft General Plan and Environmental
Impact Report (EIR)

Dear Bill:

I am submitting these comments on behalf of the Golden State Wildlife Federation and Valley Advocates, toward the end that they will be included in the administrative record and so that, perhaps, we may meet and confer with staff and your consultants, Greg Collins and Rob Hansen, in order to "fine-tune" the document into a form satisfactory to my clients in the public interest. That is the spirit in which these comments are intended. As anticipated, our comments will focus, primarily, on the Land Use (LU), Resource Conservation (RC), and Open Space (OS) Elements.

General Comments

1. Throughout the General Plan (GP) there appear to be few, if any, specific mandatory implementation measures linked to the individual policies; and, in many cases, "policies" appear to be confused with "implementation" measures. For example, in the Safety(S) Element, at p. S-16, goal 38, regarding the prevention of "unnecessary exposure of people and property to flood damage," Policies 38a-38d need to be translated into implementation measures, such as the following.

Policy 38a:...

Implementation Measure A: Within three (3) months from the approval and adoption of the General Plan, the County shall adopt a Zoning Ordinance re-zoning all FEMA-designated flood hazard areas for open space, agricultural purposes, and permanent wildlife conservation.

2

Policy 38b:...

Implementation Measure B: Within three (3) months from the approval and adoption of the General Plan, the County shall adopt an ordinance prohibiting the construction of any housing or other structures for human occupation in the area identified in the Zoning Ordinance adopted under Policy 38a.

Policy 38d:...

Implementation Measure A: Within three (3) months from approval and adoption of the General Plan, the County shall adopt an ordinance prohibiting the approval of any residential and commercial subdivisions in the areas designated "permanent open space" in the Zoning Ordinance adopted under Policy 38a.

2. Throughout the proposed General Plan, there is almost a complete omission of analysis, discussion, and consideration of any data, impacts, and/or activities involving the City of Avenal, such as air quality, cross-country travel, and its future solid waste landfill. Certainly, as a part of the environmental setting and background, the LU Element needs to identify the municipal airport, the proposed solid waste landfill, and the State Correctional Facilities at Avenal and Corcoran and put these public facilities on the maps at Figure 3 and include them on a separate map for the City of Avenal as "Figure 11."

Resource Conservation (RC) Element

1. The primary omission in the RC Element is the lack of discussion and analysis of the Public Trust values for the seasonal wetland known as the Tulare Lake Basin. Although as the GP and its EIR acknowledge that the lakebed floods annually in most normal years, neither the text nor the habitat maps recognize or acknowledge this seasonal wetland habitat. More extensive mapping and analysis needs to be performed. Moreover, this task needs to be performed in order to identify and protect long-range "permanent open space" and potential off-site restoration habitat.

2. A second major concern is presented in the Draft Biological Resources Survey, dated May, 1993. Dr. Hansen indicates at pages 35-36 and elsewhere in the document that no mapping has been performed for numerous Federal and State Threatened and Endangered Animal Species. In order to identify and map priority conservation habitat reserves, the

County should contract with Dr. Hansen to assemble the necessary database and mapping and to assist staff in interfacing with State and Federal authorities to identify, map, and prioritize the natural community conservation reserves which should be designated as "permanent open space" and to establish either an HCP or a Natural Resource Conservation Trust (NRCT) to acquire and manage these priority reserves. Our clients are willing to work with Dr. Hansen, Mr. Collins, Dan Dooley, Michael Nordstrom, and other public and private entities to seek public funding and private grants to perform these tasks, which should be added to the Implementation Program, Mitigation Measures, and Mitigation Monitoring Program.

3. As a mitigation measure and as part of the Implementation Program, the GP should establish a general policy of acquiring surface water as mitigation and offset for urban development, which surface water will be transferred to the HCP, natural community conservation reserve, or Kings County NRCT for restoration and maintenance of high priority conservation reserve areas.

4. With respect to air quality impacts on the Kings County airshed, the County should identify the incremental emissions increases as "significant," due to the non-attainment status of the County for Ozone and PM-10. The GP should include a policy that states that there shall be no net increase in air emissions caused by new development in the County. As an Implementation Measure and/or Mitigation Measure, the County should uniformly require as a condition of any new project approval that the project developer acquire emission offsets or emission offset credits (to be retired or banked for later re-sale) on a ratio of 1.25:1 for all stationary and mobile source emissions. Such offsets may be acquired by buying old vehicles, retrofitting existing vehicles for alternate fuels [Compressed Natural Gas (CNG), methanol, electric, etc.], or by acquiring upwind sources of emissions and eliminating or reducing these emissions. [See, Kings County Farm Bureau v. City of Hanford(1990) 221 Cal.App. 3d 692, 717-724; 270 Cal.Rptr. 650]

5. With respect to the conversion of agricultural land to urban uses, there need to be mitigation measures or "conversion offsets" on, initially, a 1:1 ratio by requiring the dedication of on-site or off-site acreage to "permanent open space" or payment to an "Open Space Lands Trust" or a "Natural Resource Conservation Trust."

Land Use (LU) Element

1. The LU Element needs to include a map of the City of Avenal, including location of the existing and proposed solid waste landfill sites, the municipal airport, Avenal Prison, and County buildings in Avenal, such as the Municipal Court.

2. The Implementation Section V is extremely confusing, because it is not integrated with the Goals, Objectives, and Policies which are to be implemented. [See General Comments, No. 1 above] There need to be zoning ordinances and specific administrative development guidelines adopted to implement the various goals, objections, and policies. These implementation measures should be included in the General Plan as mandatory and to be adopted within a specific period of time. Ninety (90) days should be sufficient; perhaps, six months at the most.

3. There needs to be a LU designation for "permanent open space" for buffers between the urban communities, for natural community conservation plans, and for habitat restoration areas for off-site mitigation measures, such as "open space land trusts" or an "agricultural land trust." This new LU designation is required to integrate the LU Element with the RC and OS Elements and to implement CEQA, the Federal and State Endangered Species Acts, the Open Space Lands Act [Govt. Code Section 65560 et seq.], the common law Public Trust Doctrine [National Audubon Society v. Superior Court of Alpine County (1983) 33 Cal.3d 419, 433-436], and the California Clean Air Act [H & S Code Section 40910 et seq.].

Open Space (OS) Element

1. "Permanent Open Space" needs to be included as a land use designation and zone in the OS Element, LU Element, and the County Zoning Ordinance as part of the County's long-range planning for open space preservation.

2. The acquisition and dedication of "permanent open space" lands should be made available as an air quality mitigation measure or air emission offset credit. For example, by dedicating an "air emission conservation easement" in a permanent open space reserve, one could bank the equivalent of a quantified amount of emissions based upon foregone future on-site development. If the land remained in agriculture, the credit would be diminished by

the quantified amount of emissions generated by that land use. However, if the land were dedicated as a permanent wildlife habitat easement, the emission offset credit would be increased to reflect the non-use of the land for development.

Environmental Impact Report (EIR)

1. The Long-Term Implications of the Proposed Project [Section 7.0, p. 74] makes assumptions which must be challenged and which are internally inconsistent with the RC Element. This section assumes that the County will not implement mitigation measures to offset increased air emissions, to restore and preserve biological resources, and to preserve agricultural land. Given the potential changes in the cost and availability of surface water supplies and reduction in agricultural subsidy payments, the County should be addressing the long-range possibilities of reclaiming marginal irrigated agricultural land and providing incentives to growers who restore agricultural land to undeveloped open space, such as wetland habitat, and to acquire surface water subject to Public Trust rights for environmental restoration and re-development of on-site or off-site habitat mitigation. Therefore, this section should be expanded to include mitigation opportunities and land use incentives for restoration.

2. The Irreversible Environmental Changes Section [7.02, p. 74] is inadequate for the same reasons as were set forth above. Specifically, there is a complete lack of discussion and analysis of historically biological resources which are susceptible to restoration. There is no discussion or analysis of the environmental effects of the agricultural waste water evaporation ponds and the potential alternative and compensatory habitat mitigation opportunities which could, actually, increase the amount of native plant communities and wildlife habitat.

3. The Cumulative Impacts Section [7.0, pp. 75-76] is inadequate, due to the failure to quantify the air emissions coming into Kings County from upwind sources, such as Fresno and Madera Counties. [See, the Kings County Farm Bureau case, supra.] In addition, the cumulative emissions from all unincorporated cities and towns must be totaled and added to the upwind sources and analyzed for economic and health impacts on Kings County people and agricultural production.

I hope that the comments will be useful to you in preparing the final draft, and I look forward to hearing from you or Julie or meeting with you later in the week.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Richard L. Harriman", followed by a long horizontal flourish line.

Richard L. Harriman

cc: Per attached list.

A BIOLOGICAL FRAMEWORK
FOR
NATURAL LANDS
AND ENDANGERED SPECIES
IN THE
SOUTHERN SAN JOAQUIN VALLEY

San Joaquin Valley
Biological Technical Committee

May 1993

DRAFT

INTRODUCTION

Over the past several years, regulatory agencies and conservation organizations have recognized the need to develop a comprehensive plan for the management of natural lands and endangered species habitats in the San Joaquin Valley. Ongoing alteration of natural lands by agriculture, urbanization, energy development, industrial siting, public works, and other land developments, has resulted in continuing loss of the remnant habitats of several plant and animal species listed as threatened or endangered by the California State and Federal governments. Species of concern include the following:

- San Joaquin kit fox (*Vulpes macrotus mutica*),
- Blunt-nosed leopard lizard (*Gambelia sila*),
- Giant kangaroo rat (*Dipodomys ingens*),
- Tipton kangaroo rat (*Dipodomys nitratooides nitratooides*),
- Fresno kangaroo rat (*Dipodomys nitratooides exilis*),
- San Joaquin antelope squirrel (*Ammospermophilis nelsoni*),
- California jewelflower (*Caulanthus californicus*),
- Hoover's woolly-star (*Eriastrum hooveri*),
- San Joaquin woolly-threads (*Lembertia congdonii*),
- Kern mallow (*Eremalche kernensis*), and
- Bakersfield cactus (*Opuntia treleasei*).

All require protective measures and special consideration under State (CESA) and Federal (ESA) Endangered Species Acts, the National Environmental Policy Act (NEPA), and the California Environmental Quality Act (CEQA).

Regulatory measures implemented to mitigate and compensate for the loss of these listed species and their habitats have often resulted in inconsistent project requirements with little interagency coordination. While Recovery Plans were developed for the blunt-nosed leopard lizard and the San Joaquin kit fox in the early 1980s, efforts to update these plans and develop recovery plans for more recently listed plant and animal species have not been successful due to U. S. Fish and Wildlife Service budget and personnel limitations. In addition, the development of several large-scale Habitat Conservation Plans (HCPs) by local, county, and state government agencies, industry, and land developers has made the need for a

comprehensive strategy to conserve the remaining habitats of listed San Joaquin Valley plants and animals more pressing than ever.

Efforts to protect listed species and their habitats by both public and private entities need better coordination to achieve conservation goals. On occasion, the location and amount of lands required by permitting agency to compensate for the "take" of the listed species (including modification of their habitat) has not been coordinated with ongoing or planned efforts among other various regulatory and agencies. Additionally, there have been inconsistencies in required mitigation measures, monitoring programs, compensation ratios, and management standards for development projects. As a result, species conservation has suffered, funds have been wasted, and uncertainty has prevailed in the development process. While coordination was often achieved at the local planning or project level, there was a lack of a regional approach to species conservation and recovery. This document provides a framework for coordinated conservation and mitigation programs and is expected to be consistent with San Joaquin Valley multi-species recovery plans.

While this framework provides conservation goals for a number of listed plant and animal species, it is not an inclusive plan for all species and sensitive habitats in the entire San Joaquin Valley. Emphasis have been placed on the southern San Joaquin Valley shrubland and grassland communities. Similar planning is needed for the San Joaquin Valley riparian, wetlands and vernal pool communities and shrubland and grassland communities in the northern two-thirds of the Valley.

HISTORY OF THE SAN JOAQUIN VALLEY BIOLOGICAL TECHNICAL COMMITTEE

In order to develop a regional conservation program, agency wildlife biologists and botanists, research biologists, and others in private conservation organizations and consulting firms met to develop a comprehensive, coordinated conservation approach to endangered species management in the San Joaquin Valley. The intent of bringing these technical experts together was to provide a biological framework for agency and government policy makers to consider in the development of alternatives and in making resource commitments and allocations.

The first meeting of the Biological Technical Committee (Committee) was held at California State University, Stanislaus (in Turlock) on February 20, 1991. Participants included biologists from the following agencies and groups:

- California Department of Fish and Game (CDFG),
- U. S. Fish and Wildlife Service (FWS),

- Bureau of Land Management (BLM),
- California Energy Commission (CEC),
- University of California, Berkeley (UCB),
- The Nature Conservancy (TNC),
- California Department of Water Resources (DWR), and
- California State University, Stanislaus (CSUS).

At this meeting, the need for comprehensive planning and coordinated conservation programs was discussed along with many other topics related to interagency coordination, consistency of regulations and applications, and research and monitoring needs. Several subcommittees were formed to address these major topics:

- Reserve and Habitat Mapping and Strategies,
- Mitigation and Compensation Consistency,
- Mitigation Effectiveness,
- Long-term Monitoring,
- Research Needs,
- Improved Threatened & Endangered Species Law Enforcement,
- Public Information,
- Regional Oversight of Management,
- Funding of Habitat Acquisition and Management, and
- Acquisition Coordination.

Subcommittees met during the spring and summer of 1991. Additional expertise from the agencies listed above and from other agencies was solicited. At subsequent meetings, biologists met to discuss and develop the subcommittee strategies. The group reached a consensus that these strategies were to be based on species' biology and scientific applications.

It was further agreed that the information gathered by this group would be used to offer the best available scientific and biological perspective considering attainable goals and workable strategies. In the course of formulating these strategies, biological, socioeconomic, and political factors were taken into consideration. The group documented the rationale of the biologists' opinions so that others could understand the basis of these strategies. However, overall policy and economic decisions will be made by the policy makers, agency managers, and public participants at the higher levels of bioregional planning. Therefore, these strategies offer what the "species experts" believe to be the biological needs of the listed species and their habitats.

The strategies developed in this document are based on the following goals for species conservation:

1. Prevent the extinction of T&E species through the maintenance of viable populations throughout their geographic range.
2. Prevent rare species (candidates) from further declines in their abundance and distribution.
3. Maintain natural genetic variability within and among populations of special status species.
4. Maintain representative examples of the full spectrum of ecosystems, biological communities, habitats and the ecological processes that sustain special status species.
5. Implement management solutions at the landscape level that integrate human activities with the conservation of special status species and the natural communities they depend on.
6. Increase scientific knowledge and our ability to manage for sustainable populations of special status species and their habitats.

The conclusions of the subcommittees are presented in the following section.

SUBCOMMITTEE CONCLUSIONS

RESERVE AND HABITAT MAPPING AND STRATEGIES

The Committee found that, although the factors leading to the endangered status of the sensitive species varied, all species shared a common and significant threat from loss of habitat. To address this problem the Committee developed a reserve system as the foundation of the conservation strategy. Attributes of the remaining natural lands, including their size, location, natural features, species occurrence, distribution and land uses, were assessed to design a reserve system which will conserve the best remaining habitats of the San Joaquin Valley natural communities. Several large keystone reserves, several small specialty reserves, and connecting corridors linking many of the reserves are proposed. The large reserves are intended to maintain and conserve multiple plant and animal listed species as a natural community, while the small reserves are designed to conserve a particular species or unique natural features.

Both large and small reserves are necessary to conserve the San Joaquin Valley's biological resources. The Committee proposes that these reserves be managed for

the long-term conservation of the listed plants, animals and natural communities on which they depend. Land uses, such as livestock grazing, petroleum development, pipeline and electrical transmission line rights-of-way, and low-impact recreation may be managed in a manner compatible with species conservation.

The habitat conservation strategy proposed by the Committee is based on conservation biology principles as well as socio-political considerations in the San Joaquin Valley that are discussed below. This information is presented to foster a better understanding of the strategy and rationale for the reserve design.

Large, continuous blocks of habitat are preferred.

Remaining natural lands of the San Joaquin Valley exist mostly as relatively large blocks of extant habitat supporting a representative complement of listed plant and animal species. It is important to conserve these large "keystone" areas as the foundation of species recovery because they display several characteristics that are important for long-term survival of the community and viability individual species populations. These characteristics are:

1. There is a smaller perimeter-to-area ratio in larger blocks of land area resulting in less interface, or "edge," with potentially incompatible nearby land uses.
2. Greater species diversity and higher population densities normally occur on larger blocks of habitat.
3. Larger blocks of habitat offer greater biological diversity. This includes diversity of topographic features, habitat types, plant and animal species, landscape, etc.
4. Biological community influence is greater in larger blocks of habitat. External influences (weedy species, domestic animals, overspray, unauthorized uses, etc.) are minimized.
5. Larger land areas offer the potential for greater genetic diversity, with more individuals available to contribute their genotypes to the populations. Conversely, small population sizes may be vulnerable to reductions in individual fitness local extinctions and population viability.
6. Larger areas provide a better buffer against catastrophic events, such as fire, flood, trespass violations, disease, and contamination.
7. Larger blocks of land allow for more flexibility in management options, resulting in lower per acre management costs. More options for avoidance, management experimentation and prescription, project design, and alternatives are possible.
8. Large areas offer more opportunities to provide public benefits such as environmental education, non-impacting recreation, scenic vistas, etc.

9. Law enforcement may be more effective; contiguous acreage is more likely to be consistently patrolled.

Small "specialty reserves" are necessary.

While large reserves are needed to conserve natural communities on a large scale, it is also important to conserve small, isolated plant and animal populations in order to maintain regional floristic diversity and specific plant populations or unique natural associations. Such resources may be managed and conserved by the establishment of small specialty reserves to maintain several dispersed communities or populations not protected by the large reserve system. However, such small specialty reserves must be defensible from incompatible land uses and large enough to be biologically sound. Small reserves may be appropriate to protect the following resources:

- Plant populations with limited available habitat,
- Tightly constrained habitats,
- Biologically unique subpopulations (with particular genetic make-up),
- Diversity of restricted species, and
- Areas accessible to human populations, providing educational opportunities.

Whenever possible, reserves should be created from existing occupied habitat rather than areas needing rehabilitation.

Members of the Committee agree that the best strategy to conserve both listed species and their habitats is to concentrate habitat protection on the remaining existing natural communities rather than to acquire and rehabilitate previously farmed or disturbed lands. Rehabilitation of poor quality habitat is still in the experimental stages of development and there are few documented instances of enduring habitat enhancement. Whereas the future value of rehabilitated lands can only be predicted, the quality and quantity of existing habitat can be measured.

With limited funding available, the best use of current funding sources is to secure known existing habitat rather than expend funds for rehabilitation. Areas needing rehabilitation are of lower priority for habitat acquisition.

Occupied habitat can provide a seed source of individuals from extant populations, for managed translocation or natural immigration to surrounding reserve lands. In addition, the conservation of extant populations of plants and animals within the reserve design may be the best approach to species recovery.

High quality habitat should be targeted before low quality habitat.

The highest quality habitats remaining in the San Joaquin Valley should be given the highest priority for conservation. High quality habitat provides the best potential for population viability of the listed species over time. The features of land form, soils, plant associations, and community structure that make an area "high quality" are not evenly distributed in the remaining natural lands. Surveys in the San Joaquin Valley have documented only a few high quality areas in nine locales: Carrizo Plain Natural Area, Lokern, Buena Vista Valley, Semitropic Ridge, Goose Lake, Allensworth, Sand Ridge, Panoche-Silver Creek-Tumey Hills and the Kettleman Hills. While the procedure of rating habitat quality is largely untested, biologists have been able to identify the areas that have the largest populations of rare species in remaining natural lands, evaluate the habitat features associated with these populations, and describe habitat characteristics that correlate with high density populations. Areas exhibiting these habitat features should be identified as priority conservation areas.

Currently unoccupied habitats with a potential to be occupied should be protected if they lie within a larger reserve area.

The current distribution of plants and animals within the remaining natural lands may be the result of various factors including temporal changes in climate, drought, land use, fire, grazing management, food items, pesticide use, prey populations, and competition. Sometimes, areas that appear to be suitable and of good quality are not occupied for unknown reasons. These areas have the potential to become occupied over time with changes in these inhibiting factors. While of a lower priority in reserve acquisition, such areas may be essential for management effectiveness or species recovery. Over time these areas may be suitable for listed species occupation and could contribute to reserve diversity.

The order of acquisition should respond to specific needs and opportunities.

Circumstances may warrant that a given parcel be included in a reserve to meet some particular management or research need, to include a unique biological feature, eliminate a potential threat from conflicting land uses, or take advantage of a limited acquisition opportunity. Most often, the availability of the lands from a willing seller or conservation cooperator may be the overriding factor in the timing of protection by acquisition or conservation easement.

Reserves should be connected in the long-term.

The reserve system conservation strategy provides for connection of the keystone reserves through a series of corridors which support varying land uses. These corridors will serve both biological and management needs, although they may support lower densities of sensitive species. The total area dedicated to corridors will be greater than the keystone areas. Connections between reserves allow natural

movement of individuals between reserve areas and provide avenues for genetic interchange. Habitat fragmentation may be reduced by providing corridors of sufficient habitat quality and width to allow the occupation, passage, and dispersal of plants and animals.

A variety of land uses can be included in corridor management as long as movement opportunities through suitable habitat are ensured. By enabling immigration and emigration between reserves, genetic isolation will be reduced and long-term maintenance of populations may be enhanced. Corridors can benefit the management of reserves by allowing dispersal of animals following periods of low populations, fire, drought, or flood.

The natural interchange between reserves may preclude the need for translocations of some listed species. However, special management situations may occur when isolation of reserves is preferred, for example, to reduce the risk of disease transmittal.

Ownership pattern should be considered

Reserve ownership is an important consideration in the design and management of the reserve system. This consideration relates to land management rather than species biology. However, ownership patterns may be critical in the success of the reserve system:

- Reserves with fewer owners are easier to manage.
- Development threats may be minimized by taking advantage of contiguous land ownership patterns.
- Reserves that lie in proximity to or include state or federal lands provide additional security since land management policy on government lands recognizes endangered species' needs.
- Adjacent land uses may be incompatible with reserve management objectives and may create a "population sink".
- Access to reserves should be limited to allow for reserve management and other compatible uses..

Reserves may be protected by a variety of mechanisms.

The reserve and corridor conservation strategy may be implemented through a variety of mechanisms: Success requires a flexible approach to natural land conservation with participation from local, state and federal governments, industry, agriculture, and private conservation organizations. The key to conservation will be the ability to ensure long-term land use commitments from cooperating entities.

The management agencies, conservation organizations, and private landowners and developers have employed a variety of mechanisms to protect reserve areas in California:

- Fee Acquisition (surface with mineral reservation),
- Conservation Easements,
- Cooperative Management Agreements,
- Legislative Mandates,
- Executive Orders,
- Federal Land use Plans,
- State Area Management Plans,
- County Zoning (considered short-term with little protection), and
- Transfer of Development Rights.

San Joaquin Valley Endangered Species Reserve Map

A reserve system map, shown as Figure 1, has been developed by the Committee to identify the individual keystone reserves, small specialty reserves, and connecting corridors. The planning area approximates the southern half of "San Joaquin biological region" identified by the California Biodiversity Executive Council. At this time, the strategy includes those Valley lands south of the Fresno-Merced county line, southward along the Sierra Nevada and Transition Range foothills below the oak-woodland margin (1,200 foot elevation). The western border is defined along the interior Coastal Range below the 3,000 foot elevation north to near Santa Nella, and includes several interior Coast Range valleys (Carrizo, Cuyama, Vallecitos) that support endemic San Joaquin Valley communities.

The communities included in Figure 1 are those associated with the alkali sink, saltbush scrub, upper Sonoran subshrub scrub, and natural and non-natural grasslands. The planning effort has not included the Valley's wetlands, river systems, or the vernal pools of the east valley. Since many rare species are associated with vernal pools and wetlands, they should be addressed in the future.

The map is based on the reserve strategy discussed above, and was developed using the following mapping criteria:

- Reserve designations are based on known extant habitat with high suitability for reserve management and high habitat quality. Recent agency data, including CEC, BLM, CDFG, and Kern County, Tulare County, and Pleasant Valley HCPs' data for the Southern San Joaquin Valley, although incomplete, form a sound basis for ongoing work that will augment the existing collateral data. Much of the northern San Joaquin Valley is lacking detailed information on habitat

availability, and plant and animal distributions. As this information is collected, map adjustments are expected.

- It is not known if the lands identified will actually maintain viable populations in perpetuity. The map is based on current understanding of species biology and distributions.
- Emphasis is on existing high quality habitat. Some agricultural or otherwise disturbed lands may be needed for recovery as buffers or additions to extant habitat. Agricultural lands may be considered potential future habitat, as long as they are not developed into industrial (including dairies and poultry ranches)/urban uses.
- Protecting of the largest blocks of extant habitat is essential to minimize declines and fluctuations in populations.
- Population data are not available to determine minimum or optimum size of reserve areas. Therefore, the largest blocks of extant habitat are secured within reserve areas.
- All reserves lie within the historic ranges of the species.
- Reserve areas are based only on known distributions at this point in time. Further inventory is needed.

For many San Joaquin Valley species, the extant habitat is of moderate to marginal quality when compared with the historical valley floor habitats. The remaining habitats comprise from 1% to 5% of the historical habitats of many of these species. Knowledge of the historic ranges is incomplete and imprecise. Given the marginal quality of existing habitat, nearly all remaining natural lands should be considered as offering some contribution to recovery of the species.

Primary Reserves

Reserves are outlined in red on the map. These are both large, multi-species reserves and small specialty reserves. These areas would be managed primarily for listed plants and animals. While other compatible resource uses could occur, they would be designed to maintain habitat quality and species' populations. Protection of the reserves would be assured by fee acquisition by federal, state, or local agencies, or conservation organizations; conservation easements; or long-term cooperative agreements with existing landowners. The long-term goal is to maintain at least 90% of the primary reserves as suitable habitat. Existing non-natural lands will be rehabilitated as they become available for purchase, easement, or agreement. An objective of less than 10% habitat disturbance from mineral development, roads, housing and existing facilities should be established. Specific plans for each primary reserve will include details on compatible uses and measures to achieve these goals.

Corridors and Connectors

Corridors and connectors are identified in green on the map. These areas are comprised of natural and agricultural lands to be managed for maintaining interchange and gene flow between the primary reserves and for maintaining supplemental populations between reserves. The goal is to maintain 75% of the natural lands as moderate to high quality habitat, and 75% of the agricultural lands in agricultural production or a fallow condition. The remaining 25% of both these land types would be available for uses compatible with preservation of habitat values of adjacent lands. With appropriate buffers and mitigation measures, these uses could include urban, industrial or other land uses that are considered permanent habitat loss. Land uses would be designed to maintain corridor integrity as extant habitat and for movement between primary reserves. Corridors would not be severed by permanent habitat loss from urban-industrial uses. All habitat loss resulting from permitted use would be compensated and compensation would be directed to the reserve areas or corridors with agency concurrence. These areas would be protected through conservation easements, purchase, and cooperative agreements. Parcels essential to maintain corridors or buffers should be protected through fee title or conservation easement purchase.

Other Valley Habitats

Protection of the natural lands outside of the reserve and corridor system is not considered a part of the long-term conservation strategy. However, many of these areas may be valuable sources of plant and animal populations in the short-term. When such areas are proposed for development and undergo agency review and surveys to determine sensitive species presence. The natural lands and occupied fallow agricultural lands would be subject to the habitat compensation requirements. Compensation would be directed to the reserve areas or corridors (with agency concurrence). Compensation requirements on other lands would be subject to the conservation strategy of the various HCP programs. Salvage of listed species should be considered.

MITIGATION AND COMPENSATION CONSISTENCY

In order to conserve the San Joaquin Valley's threatened and endangered species in the face of ongoing land use change and development, a three-step approach has been developed:

1. Avoid impacts to the greatest extent practicable on keystone areas and connecting corridors
2. Mitigate on-site impacts within the scope of the project; and
3. Compensate off-site to offset habitat loss.

Over the past decade, a variety of mitigation and compensation programs have been developed; differences in the individual programs have occurred both between and within the individual regulatory agencies responsible for program design. Since the process has been one of evolution, measures, procedures, methods, and amounts have changed; precedents have been set and broken. Consistency of mitigation and compensation is an issue of equitability to those seeking permits.

While many mitigation measures are site-specific to a particular project, compensation requirements are implemented on a set of standard costs and ratios. Most recently, the CDFG, FWS and BLM have required a ratio of three acres of compensation habitat for each acre of habitat permanently lost from a development action. Temporary loss of shrub habitat requires a compensation at a ratio of 1.1:1. Temporary loss of grassland habitat requires compensation at a ratio of 0.3:1. Grassland and shrub communities are based on normal climax communities for the impacted area. Temporary loss includes projects that are short in duration (habitats restoration begins within 2 years of initial disturbance) and that have a recovery time of less than twenty years. All habitat disruption with a recovery time in excess of 20 years is considered a permanent loss. In general, facilities require a 3:1 compensation ratio while pipelines and temporary roads require a 1.1:1 ratio.

The basis for these ratios was developed by the CDFG and FWS, taking into consideration several factors:

1. It is assumed that the carrying capacity of natural habitats can be enhanced by 33%. Therefore, three acres must be enhanced in order to off-set each acre lost. This is the compensation ratio for all permanent disturbance.
2. The compensation requirement for temporary habitat disturbance is based on the time required to rehabilitate the site through a combination of active measures and natural recovery. In saltbush habitats in the Valley, recovery to pre-project conditions takes about twenty years (based on site visits to a number of pipelines constructed from 1939 to 1988). The 1.1:1 and 0.3:1 ratios are derived from a formula that accounts for rehabilitative time, the 33% enhancement factor, and fifty year evaluation period.
3. Compensation may not be an effective mitigation approach for listed plants since transplant techniques, long-term effectiveness, and recovery success rates are untested and unknown.

Compensation requirements for new habitat disturbance within the reserves, corridors and connectors and other habitat areas would be at the above specified rates for temporary and permanent disturbance.

The agencies have included the costs of long-term management of the acquired lands as part of the compensation requirement. The need to ensure that compensation lands are maintained in perpetuity for the species for which compensation is being required is of paramount importance for recovery. Although

the cost per acre also has changed over the years, the present management cost is \$100/acre for initial protection and enhancement, and \$375/acre for long-term management costs. The long-term fee is adjusted annually by CDFG to adjust for changes in interest rates and inflation. The rate is based on providing funding to support one wildlife biologist to manage each 5,000 acres of lands acquired. The initial \$100/acre fee is used at the time of purchase to fence or otherwise protect the acquired site, while the long-term fee is placed in an interest-bearing endowment account to provide annual funding for maintenance, monitoring, and management. The rates are subject to adjustment.

Until recently, agencies accepted dollars for purchase of lands at a later time when suitable parcels were found and approved by the agencies. Current policy of both the CDFG and FWS is to accept only acres of land (and the protection and endowment fees) for habitat loss. The lands must be placed in public agency, nonprofit conservation ownership or conservation easement prior to project construction or the acquisition secured by a letter of credit prior to the start of project construction.

Escalating compensating ratios for loss of habitat supporting several listed species also has been handled in a variety of ways. In some cases, a ratio of 5:1 has been used when several species occupied a developed site. Currently, CDFG and FWS require only the 3:1 ratio since the compensation lands must support the same species being impacted.

The consensus among Committee members is that a minimum of 3:1 compensation ratio, and the practice of off-setting habitat loss by acquiring T&E habitat and providing for long-term management are acceptable. However, there is concern that this approach inevitably results in the loss of one acre of occupied Valley habitat for every three acres of existing habitat placed in the reserve system. Thus, at least 25% of the remaining habitats would be lost if compensation were the only means to conserve T&E habitat.

MITIGATION EFFECTIVENESS

Nearly every project impacting habitat of state or federally listed species in the San Joaquin Valley has been required to include mitigation measures that reduce the level of impact on habitat and minimize take of individual animals or plants to an insignificant level. The purpose of mitigation is to develop projects which cause the least impact and protect listed species and their habitats within the feasibility and scope of the project. While mitigation measures are: (1) a standard component of CEQA and NEPA documents; (2) included as terms and conditions in state and federal biological opinions and state Section 2081 Management Permits and Agreements; and (3) proposed by project proponents, their effectiveness has been largely untested and remains unknown.

CEQA does require monitoring to ensure that measures are implemented, but not to test effectiveness. The agencies have not incorporated post-project mitigation monitoring as part of the permitting process on a large scale, and are generally unable to conduct such monitoring themselves due to budgetary constraints or personnel limitations. The consensus of the Committee is that post-project monitoring documenting the application of the measures and evaluating their effectiveness must be institutionalized. New standards for performance of mitigation in CEQA projects (as required by Public Resources Code 21086) should help gather such information from projects under CEQA jurisdiction.

An evaluation of mitigation effectiveness would be best accomplished through long-term, cooperative studies. Efficiency would be realized by pooling monitoring efforts among several projects and providing up-front funding from endowments to fund the monitoring required over a long period of time. Well-designed monitoring studies should evaluate the measures on a site-specific basis as well as track the cumulative effects of all the measures on the subject species. Further discussion of this topic is found in the Research subcommittee report.

There is an additional need to create a communication network among agencies and consultants that tracks mitigation measures, their applications, costs, and effectiveness. This information exchange would promote use of the most effective and cost-efficient measures on a consistent basis throughout the range of the species being managed. Use of existing avenues of communication provided by the newsletters, databases, journals and conferences of relevant professional organizations should be explored.

RESEARCH AND INVENTORY NEEDS

Limitations to our scientific understanding.

The goals of the Committee are difficult to meet because of problems facing scientists in the San Joaquin Valley. Chief among these is the absence of extensive data about the T&E species and their habitats. Only a small fraction of the habitat and range of these species has been fully inventoried. Virtually no inventory, monitoring, or research efforts have focused on obtaining data to assist in conservation at the ecosystem or landscape level. Such efforts have been seriously hampered by lack of adequate funding from either agency or private sources.

In addition, few efforts have been made to sample genetic variation within species or to answer taxonomic questions for some species. Furthermore, no agreed upon standards are being used by agencies for monitoring, and no system exists for tracking the amount, purpose, or characteristics of existing monitoring efforts for determining when management practices should be changed. To rectify this

situation and ensure the success of conservation programs, a number of basic steps must be taken.

Inventories

Preparing comprehensive, coordinated inventories of known populations of T&E species should constitute an ongoing priority. Additional inventory information will provide the basis for improving the impact assessment for planned actions, development of further strategies, and measuring progress. Specifically, inventories should be designed to:

1. Correlate abundance and distribution of species with soils, vegetation, plant and animal community characteristics, and landscape features throughout the range of the species.
2. Make provisions for a systematic inventory of all candidate, T&E and sensitive species and for other biotic elements that are affected by human activities.
3. Coordinate the activities of individual agencies (i.e. aerial photography surveys, soil surveys, vegetation surveys) to ensure compatibility within and among agencies and to avoid duplication of effort.
4. Provide appropriate information required for each level of planning, type of impact or management activity, land classification or degree of sensitivity of the species being inventoried.
5. Maintain quality control, including setting standards of accuracy and precision, timing the inventory to cover the life cycles of target species, standardizing methods and data bases to the extent possible, and using trained personnel to conduct the inventories.

Monitoring

The development of effective monitoring programs is viewed by most biologists as essential to implementing effective recovery plans for listed species. An effective recovery plan is dependent on both the determination of the demographic status of a population and an understanding of the forces that drive the dynamics and persistence of populations. A monitoring program should be based on an understanding of the life history of the species in question and address the following objectives:

- Gather data to identify key factors that regulate population size and determine population viability over time,
- Evaluate resource management goals and management plans and their implementation,
- Identify measurable management thresholds (i.e. conditions requiring existing management procedures to be changed),

- Test techniques to measure population status and trend,
- Test of techniques to measure population status and trend, and
- Evaluate habitat enhancement potential (e.g. 33%).

Parameters to be included in monitoring programs are population structure; reproduction and recruitment; timing and frequency of measurement; species specific recommendations and modification in approaches to monitoring; habitat degradation and biological decline; and mitigation effectiveness.

Range-wide assessments of the distribution and populations of the San Joaquin Valley listed species have not been funded at the level needed to evaluate, plan or implement species recovery. For many of these species, demographic data are not available, and basic questions of productivity and survivorship remain unanswered. Developing reliable data requires formal research that is funded and conducted over several years (five years and longer) during variable climatic influences and population dynamics. The process of developing research questions, research design, time-tables, funding sources, and applications has not been initiated. Therefore, it is difficult for biologists to provide precise information regarding the ecology of, and the effects of development on, many of these species. The recovery actions are based on speculation by species experts and are in need of scientific testing at different scales and different timeframes.

Research needs for several of the species were developed along with an outline of research questions that would provide the information needed to effect recovery of the Valley's species. Research is needed for each listed species in the following topics:

- Research Goals...RECOVERY
- Assessment of Endangerment Status
- Demographic and Life History Studies
- Determine Compatible Land Uses in T&E Habitat
- Genetic Diversity, Movement Patterns, and Corridor Effectiveness
- Species Reintroductions
- Habitat Restoration
- Mitigation and Monitoring

Details of these issues and research needs are included in the analyses of research needs presented in Appendix A.

it is critical that research programs be developed and supported by adequate levels of secure funding to maintain continuity between fiscal years and agencies. A proposal for multi-species research planning should be adopted by the interagency group to maximize effort and optimize expenditures. Interagency coordination through a third party management entity would better manage research programs.

Research Needs for Plants

Given the high number of special status plants, their diverse life histories, habitat characteristics, and seral status, it is difficult to briefly recommend specific research needs. However, a number of general objectives can be identified. Primary among these is the necessity of improving knowledge of the ecological relationships between sensitive species and their environment. A program of research priorities should focus on information needed for management and recovery of sensitive species.

1. Measurement of the ecological requirements of rare species and their responses to various forms of land use (e.g. oil and gas exploration and development, grazing, habitat fragmentation).
2. Development of recovery plans for listed species, which include restoration of species in habitats where appropriate, as well as enhancement or maintenance of habitats where they presently occur.
3. Investigation of reasons for declining populations of species, locating them within the larger ecosystem of which they are a part. Studies must examine the relationship of species to their environment (e.g. competition, symbiosis, predation, allelopathy, pathogens).
4. Identification of the ecological processes responsible for the composition and structure of communities and individual species within those communities, including the role of fire, drought, flooding and other natural disturbances.

Maintenance of Natural Communities

Communities that occur only as remnants of their historical distribution require special protection and management to survive. The primary concern is maintaining vegetation diversity. For example, by preventing the invasion of exotic or off-site natural species the desired balance of species within a community can be maintained. If a given community does not feature the diversity normally characteristic of it, it must be determined how the community can be restored to this state of diversity. Most communities will require periodic intervention. However, it must be assumed that communities cannot be kept at a fixed level, and that management will occur within an acceptable range of variability.

Translocation/Relocation of Endangered Plants

Few botanists feel that transplantation or relocation efforts are likely to conserve a species in the wild since most such attempts have met with little or no success. This

strategy is only applicable (according to most experts in the field) as a salvage measure where extinction appears imminent, when a natural population is threatened despite protective management, or where species have commercial value. Relocation or propagation of listed species can be considered by the regulatory agency as a reasonable and prudent alternative to avoid jeopardy to a listed species only when biologically feasible, based on habitat carrying capacity, and when other alternatives are not available.

IMPROVED T&E LAW ENFORCEMENT

The importance of credible law enforcement of the state and federal ESAs is imperative to the success of the habitat conservation planning, reserve and conservation strategies. Unauthorized development of endangered species habitat that is not consistent with the recovery of the species, and that is not permitted under ESA Section 10 (a) 1 b. or Section 7 provisions, CESA Section 2090, or under Section 2081 permits must have clearly recognized and well-enforced consequences.

Coordination between agencies (CDFG, FWS, BLM, CDPR), law enforcement officers (wardens, special agents, rangers), attorneys (federal, state and district attorneys) and biologists needs to be improved. A network of enforcement personnel dealing with T&E issues and cases has not been established. The creation of a multi-agency task force or special teams with officers better trained in endangered species issues should be considered. These additional duties cannot be placed on existing patrol workloads if the program is to be effective. Many officers do not know what to look for or are not familiar with the take (harm and harassment) provisions of the Acts.

PUBLIC INFORMATION

The public, agencies and business communities must be informed and educated about the issues of endangered species and the strategies for their conservation and recovery. By considering endangered species issues early, during project planning, delays and cost overruns may be avoided. The agencies should help applicants through the permitting processes with the objective of creating a "win-win" situation for both the species and the proponent. Once a biologically sound proposal is developed, the review and approval process should be expedited to completion.

Workshops should be designed to educate county and city planners, developers, real estate agents, farmers, contractors, consultants, law enforcement officers, educators, and others. These sessions would focus on the biology, conservation, and legal protection of endangered species.

Few people have seen many of the listed species in the wild. With the exception of the San Joaquin kit fox, these plants and animals are not easily observed and are

unknown by the Valley's citizens. A program of providing live animals for these educational purposes would be beneficial. Animals salvaged from development projects, surrogates (Heerman for giant kangaroo rats), or individuals already in captivity could give people a "face to face" experience with these species. Increased awareness of and familiarity with these species would surely aid in conservation efforts and in developing the broad-based support required for long-term species recovery.

MANAGEMENT AND OVERSIGHT OF CONSERVATION LANDS

Consistent, long-term management of the reserve system and monitoring of listed species populations and habitat quality of natural lands is essential if T&E species and their habitats are to be successfully recovered in the future. Management of conservation lands may include a variety of practices designed to stabilize, maintain or improve habitat quality for the listed species and provide long-term conservation of natural communities. Objectives for each management area or managed corridor area will be determined through a land use planning process conducted by the cooperating management agencies. Each plan will include goals and objectives, management actions, monitoring requirements, evaluation criteria, research needs, implementation schedules, and funding needs. These management plan will be consistent with the regional objectives and species recovery plans.

Management of the reserves may include a variety of practices that are necessary to stabilize, improve or maintain habitat quality and promote long-term viable populations. Management practices may include the following:

- fencing to minimize habitat damaging activities,
- exclusion of off-highway vehicles or other unauthorized entry,
- prescribed livestock grazing management,
- habitat rehabilitation by plantings, seeding, or creation of micro-relief,
- prescribed burning,
- translocation or propagation of listed species,
- signing and visitor regulation information, and
- research and experimentation.

Other management practices may be included to allow valid existing rights (rights-of-ways, mineral estate rights or reservations, existing easements, etc.) or other compatible and desired uses:

- environmental education programs
- low-impacting recreation (wildlife viewing, hiking, regulated harvest of game species, travel on existing or designated roads, etc.)
- energy resource exploration and development within prescribed guidelines.
- operation and maintenance of existing facilities and public works projects

Management practices may differ between lands actually acquired and managed by the state, federal, and local agencies, conservation organizations, conservation easements and private lands enrolled in cooperative conservation programs. Emphasis for species and habitat conservation and recovery can be expected on those lands managed by the agencies and organizations with public trust responsibilities for endangered species management. Less stringent management will be required on private lands not within conservation easements or cooperative agreements.

As identified in the monitoring and research subcommittees, there is a need to maintain consistent levels of funding that will support a planned level of monitoring, research, and management. Often the agencies responsible for day-to-day management of monitoring and research on the Valley's listed species and habitats are subject to changes in management emphasis, funding priorities, personnel ceilings and limitations, procurement constraints, and bureaucratic procedures that inhibit development and implementation of long-term programs.

The Committee recommends that a "third party" oversight entity be formed by the Valley's management agencies to coordinate management, research and monitoring. Such an entity would not supersede management authority on state, federal, or local jurisdictional lands or private conservation lands, but would act as an advisor and clearing-house for habitat and population monitoring, research, and management information. This entity would coordinate endowment funds to provide consistent funding of monitoring, research, and management needs. As a partner with the management agencies, priorities for management and funding would be coordinated for the entire reserve system. A reporting process would be developed and monitoring of the program would be conducted.

Similar programs are currently in place in several areas of California. Examples of this third party program include nonprofit organizations under contract to the Department of Fish and Game. A contractor manages and monitors several mitigation areas under the jurisdiction of the CDFG. Funding is provided by management and endowment funds received through mitigation agreements. Management activities include initial site enhancement, monitoring, and habitat restoration. In some cases, the nonprofit organization receives title to the mitigation parcels, with a conservation easement recorded in favor of the people of the state so if the organization fails, the lands would remain protected. Another function of the coordination organization would be as a research consortium to determine research needs, distribute funds and provide technology transfer.

The formation of a San Joaquin Valley Bioregional Council may offer another alternative to regional oversight that would include agencies and organizations from government and the private sector within the Valley. A Council of this sort is important when multiple landowners are involved. The information presented in this document would provide the biological foundation and conservation strategy for the Bioregional Council.

Management oversight could also be accomplished by an interagency working group empowered by an interagency Memorandum of Understanding to direct management actions, research and monitoring. The biologists of the Committee recommend that "third party" management oversight be evaluated for the San Joaquin Valley endangered species program. More than one agency should retain ownership of the reserves in order to diversify ownership and management direction and to provide a system of checks and balances among agencies.

FUNDING OF HABITAT ACQUISITION AND MANAGEMENT

Lump-sum endowments are needed to solve region-wide problems and provide monitoring throughout the range of the species. Acquisition dollars should also be combined to provide better opportunities for large tract fee purchase or conservation easements. Mitigation banking can provide opportunities to manage larger tracts, but lands should be secured before impacts occur (as required by CDFG and FWS).

Mitigation and compensation requirements have been major contributors to the San Joaquin Valley habitat acquisition and management program, with funds being generated from projects with potential for take of listed species and their habitat. Since the remaining habitat represents the last 5% of the Valley's historic natural lands, funding acquisitions through habitat loss may have drastic consequences. New funding sources are needed to secure the needed habitats in fee title, conservation easements, cooperative agreements, or other means. The cost of these programs should not be born solely by those causing the impact, since the entire state and nation benefit from the protection of listed species and from the food, fiber, development and energy resources affecting these species. Funding at the state legislative or federal level is appropriate.

Research funding should be considered as a basic element of the recovery program. A portion of the management funds should be targeted for research needs. Grants, donations, and contributions from a variety of public and private sources should also be pursued. Flexibility in application of research funds from different mitigated projects is necessary to conduct research where it is most effective, not merely in the vicinity of the impact. Research funds need to be secured before impacts occur in order to better evaluate the effects of habitat disturbance, habitat alteration, and human induced impacts.

ACQUISITION COORDINATION

Existing Situation

T&E species habitat lands are currently owned by a number of different entities, including federal and state agencies and private organizations. At the federal level, these include: the U.S. Fish and Wildlife Service (USFWS); the Bureau of Land Management (BLM); the Bureau of Reclamation (BOR); and the Army Corps of Engineers (COE). State entities owning T&E habitat lands include: the Department of Fish and Game/Wildlife Conservation Board (DFG/WCB); the Department of Parks and Recreation (DPR); the Department of Corrections; the Department of Water Resources (DWR); and Caltrans. On the local level, parcels of natural lands are owned by various entities including counties, cities, and special districts. In addition, private entities such as The Nature Conservancy (TNC), as well as various other corporations, trusts, and individuals, own lands important as habitat for listed species.

The number of entities currently acquiring listed species habitat is much smaller. It includes BLM; DFG/WCB; DPR; TNC; and various project applicants who transfer their lands to the other agencies or provide a conservation easement to the CDFG.

The proliferation of Habitat Conservation Plans, or HCPs, is intended to meet near-term and mid-term requirements designed to protect these lands. There is a potential to protect and manage literally thousands of acres of T&E habitats. Currently, these opportunities include the Metropolitan Bakersfield HCP; the Kern County Valley Floor HCP; the Pleasant Valley (Coalinga) HCP; the Tulare County Valley Floor HCP; the Kern Water Bank-Kern Fan Element HCP; California Aqueduct HCP; and the ARCO Coles Levee Ecosystem Preserve.

A variety of funding sources for T&E habitat acquisition is available to a wide spectrum of qualifying entities. At the federal level, these include the Land & Water Conservation Fund, which is appropriated annually by Congress and has been used by BLM to make purchases in the Carrizo Plain; Department of Energy grants; and BLM exchanges. On the state level, funding sources include propositions and bond measures, such as Prop. 70, Prop. 99 (Cigarette Tax), and Prop. 117 (mountain lion protection); the Riparian Conservancy; Caltrans environmental enhancement grants; Division of Oil & Gas grants; and DPR grants, administered under the Local Agency Grant Program. Private and other sources of funding include mitigation fees assessed by federal or state wildlife agencies; corporate and foundation grants; private funds and sources; and HCP mitigation fees.

Strengths of Existing Situation

More land is now being held in public trust by the state and federal agencies, conservation organizations or under conservation easements than at any time in the past. These lands have enforceable listed species conservation requirements beyond those of normal private lands. These lands include wildlife refuges, ecological reserves, areas of critical environmental concern, natural areas, private

reserves, and parkways. In addition, targeted sites offer healthy diversity. Sites feature communities ranging from valley saltbush scrub, to alkali sink scrub, natural and non-natural grasslands, wetlands and riparian zones, and unique plant communities.

Furthermore, many existing sites are being enlarged and managed in a cooperative manner among the agencies. These include the cooperatively held Carrizo Plain Natural Area and Lokern Preserve; state lands such as the Allensworth Ecological Reserve and Buttonwillow Ecological Reserve; and privately held lands such as The Nature Conservancy's Semitropic and Sand Ridge Preserves and ARCO's Coles Levee Ecosystem Preserve. Lastly, a number of new sites are currently targeted for acquisition. Among federal lands, these include BLM ACEC designations; among state lands, the Northern Semitropic Ridge and Goose Lake.

Weaknesses and/or Unresolved Issues in Acquisition Coordination

Many of the weaknesses of the current program of funding and acquiring habitat lands result from the problems inherent in coordinating the efforts of a large number of agencies and organizations. Lack of regular inter-agency/inter-organizational coordination; the proliferation of entities; differences in procedures and requirements set by individual agencies such as DFG and USFWS; and divergent acquisition priorities all contribute to the difficulties in arriving at a comprehensive policy of funding and acquisition.

Among the unresolved issues faced by entities involved in T&E habitat acquisition, there is a tendency on the part of some project applicants and government agencies to pay premium prices for land. There is also the issue of how to handle private project applicants who want or need to buy their own off-site compensation lands. A clearly defined mineral reservation policy and associated documents are lacking.

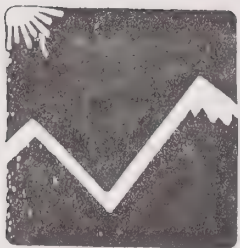
Lastly, acquisition alone does not protect listed species habitat, and funding for the research and monitoring required to restore and protect optimum habitat conditions for threatened communities has not been given adequate consideration.

Recommendations

The following recommendations are made to address weaknesses in the existing system of acquisition coordination.

1. Establish semi-annual acquisition coordination meetings.
2. Coordinate identification and ranking of areas targeted for acquisition.
3. Develop a standard ('generic') mineral reservation policy and form.

4. Develop a standard ('generic') hazardous materials assesment protocol and clean-up standard for government and private entities.
5. Coordinate fund raising from outside sources for targeted preserve areas.
6. Streamline the transfer of lands from private entities to State of California (WCB/DFG). WCB/DFG need to develop a well planned, timely system of review and approval of suitable mitigation parcels.
7. Develop a set of clear, no-nonsense guidelines for acquisition of mitigation parcels by project applicants, including information on hazardous materials inspection and mineral reservation guidelines.
8. Encourage the establishment of private mitigation banks to provide for habitat protection prior to impacts occurring
9. Require all mitigation/compensation include necessary funds for management and monitoring



San Joaquin Valley Unified Air Pollution Control District

October 14, 1993

Julie Linxwiler
King County Planning Agency
Kings County Government Center
Hanford, CA 93230

Dear Ms. Linxwiler:

Subject: Kings County General Plan Update and Draft EIR

The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) has reviewed the project referenced above and offers the following comments:

General Plan Update Comments

The General Plan Update contains a number of goals, objectives and policies that will have beneficial effects on air quality. Encouraging development of alternative energy sources and energy conservation, directing urban-type uses to existing urbanized areas, providing incentives for higher density development, the commitment to enhancement and development of mass transit and alternative transportation, and providing for bikeways throughout the planning area will all result in reduced emissions and improvement of air quality.

The SJVUAPCD would also encourage consideration of increased densities for residential development throughout the General Plan area to act as a stimulus to mass transit planning, and reductions in vehicle miles traveled.

Draft EIR Comments

4.01 Air Quality

Page 22

Paragraph 1 - The San Joaquin Valley Air Basin is the second largest air basin in California.

David L. Crow

Executive Director/Air Pollution Control Officer

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Northern Region

Central Region

Southern Region

Paragraph 2 - Motor vehicles are a major source of ozone precursors. However, recent emissions inventory updates indicate that stationary sources, specifically fuel combustion, are the source of over 50% of ozone precursors, with mobile sources being the second largest contributor.

Paragraph 3 - The discussion of PM_{10} should also state that residential wood burning and agricultural burning are sources of this pollutant.

Page 23

4. Table No. 2 has incorrect values for two State Standards. The 1-hour standard for ozone is 0.09 ppm, and the 24-hour standard for sulfur dioxide is 0.04ppm.

Page 24

On Table No. 5, the headings for CO and NO_x have been transposed. This error has resulted in errors in computing the percentage differences in emissions throughout the remainder of the air quality section of the EIR.

4.012 Environmental Impacts

Page 27

Paragraph 1 - The contribution of emissions from the Kings County planning area may be small in comparison with the entire San Joaquin Valley Air Basin. However, the projected emissions from vehicular sources alone represents increases in TOG of 85%, in CO of 107%, in NO_x of 125%, in PM_{10} of 145% and in SO_x of 120% over the emissions levels shown in Table No. 6 which represents vehicular air emissions within the planning area in 1993. This increase in emissions is substantial, and is considered to be a significant adverse impact by the SJVUAPCD. And, as stated in the last sentence, this increase will also have a cumulative adverse impact on air quality in the San Joaquin Valley.

Paragraph 3 - The dust generated by construction activity contributes to the health problems described in the PM_{10} discussion on page 22, as well creating nuisance problems for adjacent residents and having adverse effects on farming operations.

General Comments

The air quality analysis has only quantified vehicular emissions associated with the general plan update. The EIR should also include emissions calculations for stationary sources such as industrial operations, and area sources such as space and water heating from commercial and residential sources, and emissions from residential wood burning.

4.013 Mitigation Measures and Monitoring

Pages 27-29

The mitigation measures presented in this section are all effective measures that will reduce emissions of air pollutants throughout Kings County and will help in the valley-wide efforts to reach attainment of federal and state air quality standards. In addition to the measures discussed in the EIR, the SJVUAPCD has developed "Suggested Air Quality Mitigation Measures" for development projects. Copies of these measures are enclosed. Any of the measures on these lists that are feasible for incorporation as mitigation measures for the general plan should be included in the Final EIR. All other measures on these lists should be considered by the county for incorporation into individual development projects as they are proposed. SJVUAPCD staff will continue to work with Kings County in reviewing individual development projects throughout the county as they are proposed, and will recommend appropriate measures to reduce air emissions on a project-by-project basis. Additionally, SJVUAPCD staff is available to work with the county in air quality planning coordination, public information programs, drafting of appropriate project level air quality development standards, etc.

The SJVUAPCD has developed proposed District Regulation VIII - Fugitive Dust Rules, a series of rules designed to reduce PM₁₀ emissions generated by human activity, including construction, road building, bulk materials storage, landfill operations, etc. Regulation VIII is scheduled for adoption by the SJVUAPCD Governing Board on October 21, 1993. A copy of the Draft Regulation VIII is enclosed. Upon adoption, this regulation will apply throughout the eight county San Joaquin Valley Air Basin.

The SJVUAPCD is also working on a Model Air Quality Element that will be available to all planning agencies for use in their jurisdictions. This element is expected to be completed in late 1993. Kings County will be encouraged to incorporate goals and policies of the Model Air Quality Element into its planning process on a county-wide basis so that air quality goals can be met in the future.

4.014 Residual Impact

Page 30

The SJVUAPCD does not agree with the statement that "approval of the previously listed mitigation measures will reduce the project's impact on air quality to an "insignificant" level. While these measures will result in substantial reductions in air emissions, the increases in emissions will continue to be significant, and should be identified as such.

5.0 Unavoidable Adverse Environmental Effects

Page 68

Increased emissions of air pollutants and the associated impacts on air quality should be listed as an unavoidable adverse impact.

6.0 Alternatives To The Proposed Action

Pages 70-71

Alternative E, the Environmentally Constrained Alternative would result in reduced vehicular emissions, and may make future development and use of mass transit more viable in Kings County. Thus, Alternative E would have a beneficial effect on air quality and should be considered for adoption.

Thank you for the opportunity to review the Kings County General Plan Update and Draft EIR. If you have any questions or require further information, please call me at 497-1075.

Sincerely,



Richard L. Milhorn
Senior Environmental Planner

enclosures

Suggested Air Quality Mitigation Measures

(for Residential Projects)

The following list of mitigation measures should be evaluated and used where applicable and feasible. This list should not be considered all-inclusive, the District encourages innovation.

Accessibility - Provide direct pedestrian and bicycle access to neighborhood shopping areas, existing bike paths, and transit stops. Such access should consist of paved walkways, ramps, or stairways and should be physically separated from parking areas and vehicle access routes.

Bus-Turnouts (Where Transit Exists) - Where transit services exist, construct bus turnouts and loading areas with shelters acceptable to the local transit provider at a location acceptable to the provider.

Transit Easements - Where transit does not exist but the project is within the transit district's sphere of influence, provide a site at a location and size acceptable to the transit provider. This area will provide future easement for bus turnouts and shelters.

Street Design - Provide road or traffic flow improvements to avoid the exceedences of surface street capacity. Examples, if applicable, could be: design center lanes and left turn lanes, install traffic signals, or utilize traffic synchronization.

Fireplaces - Install low-emitting, EPA-certified fireplace inserts and/or wood stoves or natural gas fireplaces. (See District Rule 4901. Copy attached.)

Tree Planting - Provide trees around the residences. This provides several air quality benefits such as reducing carbon monoxide, anchoring soil and providing wind breaks, and conserving energy by providing shade. Trees should be drought tolerant and planted at a density of at least one tree per 1000 square feet of land.

Park-and-Ride - Provide park-and-ride lots or commuter lots with easy access to residents.

Bike Paths - Provide bicycle paths (Class I, II, and III) and ensure residents easy access to these paths.

Schools - Provide a primary school within a close proximity to the population center or provide easy and safe pathways to existing schools.

Neighborhood Parks - Provide a neighborhood park within a close proximity to the population center or provide easy and safe pathways to existing parks.

Natural Gas Lines - Provide natural gas lines or electrical outlets to backyard to encourage use of natural gas or electric barbecues.

Water Heaters - Provide low nitrogen oxide (NOx) emitting and/or high efficiency water heaters. (District Rule 4902 now applies. Copy attached)

Building Orientation and Design - Buildings should be oriented to maximize passive solar cooling and heating when practicable. In addition, as many energy-conserving features as possible should be incorporated into the overall building design.

RULE 4901 RESIDENTIAL WOOD BURNING (Adopted July 15, 1993)

1.0 Purpose

The purpose of this rule is to limit emissions of carbon monoxide and PM-10 from residential wood burning and to establish a public education program on techniques to reduce wood burning emissions.

2.0 Applicability

This rule applies to any person who manufactures, sells, offers for sale, or operates a solid fuel burning device.

3.0 Definitions

- 3.1 APCO: the Air Pollution Control Officer of the San Joaquin Valley Unified Air Pollution Control District.
- 3.2 Consumer: any person other than a distributor or a retailer who buys a solid fuel burning device.
- 3.3 Distributor: any person other than a manufacturer or a retailer who sells, offers for sale, or supplies solid fuel burning devices to retailers or others for resale.
- 3.4 EPA: United States Environmental Protection Agency.
- 3.5 EPA-certified wood heater: any wood heater that meets the performance and emissions standards set forth in Part 60, Title 40, Subpart AAA Code of Federal Regulations, February 26, 1988.
- 3.6 Fireplace: any permanently installed masonry or factory built device designed to be used with an air-to-fuel ratio greater than or equal to 35-to-1.
- 3.7 Garbage: solid, semisolid, and liquid wastes generated from residential, commercial, and industrial sources, including trash, refuse, rubbish, industrial wastes, asphaltic products, manure, vegetable or animal solid or semisolid wastes, and other discarded solid or semisolid wastes.
- 3.8 Manufacturer: any person who constructs or imports a solid fuel burning device.
- 3.9 New wood heater: any wood heater that has not been sold, supplied, or exchanged for the first time by the manufacturer, the manufacturer's distributor or agency, or a retailer.

- 3.10 Oregon-certified: any wood heater that meets the performance and emissions standards set forth in Sections 100 through 190 of Chapter 340, Division 21, Oregon Administrative Rules.
- 3.11 Paints: exterior and interior house and trim paints, enamels, varnishes, lacquers, stains, primers, sealers, undercoaters, roof coatings, wood preservatives, shellacs, and other paints or paint-like products.
- 3.12 Paint solvents: organic solvents sold or used to thin paints or clean up painting equipment.
- 3.13 Pellet-fueled wood heater: any wood heater that operates on pellet-fuel and is either EPA-certified or is exempted under EPA requirements set forth in Part 60, Title 40, Subpart AAA Code of Federal Regulations, February 26, 1988.
- 3.14 Permanently inoperable: modified in such a way that a device can no longer operate as a wood heater.
- 3.15 PM-10: particulate matter having an aerodynamic diameter equal to or less than 10 microns.
- 3.16 Retailer: any person engaged in the sale of solid fuel burning devices directly to the consumer
- 3.17 Seasoned fuel wood: wood of any species that has been sufficiently dried so as to contain 20 percent or less moisture by weight.
- 3.18 Sole Source: the only source of heat in a residence.
- 3.19 Solid fuel burning device: any fireplace or wood heater that burns wood, coal, or any other nongaseous or nonliquid fuels, or any similar device burning any solid fuel, used for aesthetic or space-heating purposes in a private residence or commercial establishment, which has a heat input less than one million British thermal units per hour.
- 3.20 Treated Wood: wood of any species that has been chemically impregnated, painted, or similarly modified to improve resistance to insects or weathering.
- 3.21 Used wood heater: any wood heater that has been used at least once, except wood heaters that have been used by retailers for the purpose of demonstration.
- 3.22 Waste petroleum product: any petroleum product other than gaseous fuels that has been refined from crude oil, and has been used, and, as a result of use, has been contaminated with physical or chemical impurities.

3.23 Wood heater: an enclosed, wood burning appliance capable of and intended for space heating or domestic water heating that meets all of the following criteria:

3.23.1 An air-to-fuel ratio in the combustion chamber averaging less than 35-to-1 as determined by the EPA test procedure set forth in Part 60.534, Title 40 Code of Federal Regulations,

3.23.2 A usable firebox volume less than 20 cubic feet,

3.23.3 A minimum burn rate less than 11 lbs/hr as determined by the test procedure set forth in Part 60.534, Title 40 Code of Federal Regulations, performed at an accredited laboratory, and

3.23.4 A maximum weight of less than 1,764 lbs. In determining the weight of an appliance for these purposes, fixtures and devices that are normally sold separately, such as flue pipe, chimney, and masonry components that are not an integral part of the appliance or heat distribution ducting, shall not be included.

4.0 Exemptions

4.1 Pellet-fueled wood heaters shall be exempt from the provisions of section 5.1

4.2 Residences whose sole source of heat is a solid fuel burning device shall be exempt from the provisions of section 5.6.

4.3 EPA-certified, Oregon-certified, and pellet-fueled wood heaters shall be exempt from the provisions of section 5.6.1.

4.4 Residences where natural gas service is not available shall be exempt from the provisions of section 5.6.

4.5 Residences 3000 feet or more above mean sea level shall be exempt from the provisions of section 5.6.

4.6 Solid fuel burning devices sold as appurtenances to real property in an escrow transaction shall be exempt from the provisions of section 5.2.

5.0 Requirements

5.1 No person shall sell, offer for sale, supply, install, or transfer a new wood heater unless it meets EPA's Phase II emission and performance requirements set forth in Part 60, Title 40, Subpart AAA Code of Federal Regulations.

5.2 After January 15, 1994, no person shall advertise, sell, offer for sale, supply, install, or transfer a used wood heater unless it has been rendered permanently inoperable, or unless it is either:

5.2.1 EPA-certified, or

5.2.2 Oregon-certified, or

5.2.3 a pellet-fueled wood heater.

5.3 Public awareness requirements

5.3.1 Retailers selling or offering for sale new solid fuel burning devices shall supply public awareness information with each sale of a solid fuel burning device in the form of pamphlets, brochures, or factsheets on the following topics:

Proper installation, operation, and maintenance of solid fuel burning devices,

Proper fuel selection and use,

Health effects from wood smoke,

Weatherization methods for the home, and

Proper sizing of wood heaters.

5.3.2 Public awareness information shall be subject to the review and approval of the APCO.

5.4 Advertising requirements for sale of seasoned wood

5.4.1 After January 15, 1994, no person shall sell, offer for sale, or supply any wood which is orally or in writing, advertised, described, or in any way represented to be "seasoned wood" unless the wood has a moisture content of 20 percent or less by weight.

5.4.2 The APCO may delegate to another person or agency the authority to test wood for moisture content and determine compliance with section 5.4.1.

5.5 Prohibited fuel types

No person shall cause or allow any of the following materials to be burned in a solid fuel burning device:

Garbage,

Treated wood,

Plastic products,
Rubber products,
Waste petroleum products,
Paints and paint solvents,
Coal, or
Any other material not intended by a manufacturer for use as fuel in a solid fuel burning device.

5.6 Voluntary curtailment

The following sections shall be in effect during the months of November through February.

5.6.1 Level I voluntary curtailment: Notwithstanding the provisions of section 4.3, the APCO shall request voluntary curtailment of the operation of any solid fuel burning device whenever a Pollutant Standards Index (PSI) value of 100 or greater and less than 150 is predicted for the geographical region in which the solid fuel burning device is located.

5.6.2 Level II voluntary curtailment: The APCO shall request voluntary curtailment of the operation of any solid fuel burning device whenever a PSI value of 150 or greater is predicted for the geographical region in which the solid fuel burning device is located.

5.7 Curtailment notice

Notice to the public of voluntary curtailment shall be provided by any of the following methods:

5.7.1 Written notice in a newspaper of general circulation within the District;

5.7.2 Oral notice presented at least four times during a twelve hour period by at least two radio or television stations operating in the District;

5.7.3 A recorded telephone message for which the telephone number is published in the telephone directory or newspaper of general circulation within the District; or

5.7.4 Such other method as the APCO determines is appropriate.

6.0 Administrative requirements

6.1 Certification: Upon request of the APCO, the manufacturer shall demonstrate that each wood heater subject to the requirements of sections 5.1 or 5.2 has been tested

and meets EPA's Phase II emission and performance requirements set forth in Part 60, Title 40, Subpart AAA Code of Federal Regulations.

- 6.2 Test methods: Moisture content of wood shall be determined by ASTM Test Method D 2016-74, or by such other method as the APCO shall specify.
- 6.3 Compliance testing: The APCO may require manufacturers to submit emission test results to verify compliance.

RULE 4902 RESIDENTIAL WATER HEATERS (Adopted June 17, 1993)

1.0 Purpose

The purpose of this rule is to limit oxides of nitrogen emissions from residential water heaters.

1.0 Applicability

This rule applies to residential natural gas-fired water heaters.

2.0 Definitions

- 2.1 **Natural Gas-Fired Water Heater:** A closed vessel, in which water is heated by the combustion of natural gas and is withdrawn for use external to the vessel at pressures not exceeding 160 psig, including the apparatus by which heat is generated and all controls and devices necessary to prevent water temperatures from exceeding 210°F
- 2.2 **Natural Gas:** A mixture of gaseous hydrocarbons containing at least 80 percent methane by volume as determined according to Standard Method ASTM D1945-64
- 2.3 **Heat Output:** The product obtained by multiplying the recovery efficiency, as defined by Section 6.1.3 of the Code of Federal Regulation, Title 10, Part 430, Subpart B, Appendix E, by the input rating of the water heater.
- 2.4 **Input Rating:** The amount of energy a water heater consumes in one hour (Btu/Hour).

3.0 Exemptions

- 3.1 Natural gas-fired water heaters with rated heat input of greater than 75,000 Btu per hour.
- 3.2 Water heaters using fuels other than natural gas.
- 3.3 Natural gas-fired heaters used exclusively to heat swimming pools or hot tubs.
- 3.4 Water heaters used exclusively in recreational vehicles.

4.0 Requirements

- 4.1 Natural Gas-Fired Water Heaters with a rated heat input less than or equal to 75,000 Btu/hr: No person shall sell, install or offer for sale within the District any natural gas-fired water heater manufactured after December 17, 1993 that emits more than 40 nanograms of nitrogen oxides (calculated as NO_x) per Joule of heat output.
- 4.2 Certification of Water Heaters: Water heaters subject to section 4.1 of this rule shall be certified in accordance with sections 5.1, 5.2 and 5.3.

5.0 Administrative Requirements

- 5.1 Each tested water heater shall be operated in accordance with Section 2.4 of American National Standards ANSI Z21.10.1-1990 at normal test pressure, input rates, and with a five-foot exhaust stack installed during the nitrogen oxides emission tests.
- 5.2 Certification: The manufacturer shall demonstrate that each water heater model subject to the requirements of section 4.1 has been tested in accordance with EPA Reference Test Method 7E, 40 CFR Part 60, Appendix A.

- 5.2.1 The following formula shall be used to calculate the emissions of NO_x in nanograms of NO_x per Joule of heat output:

$$N = (4.566 \times 10^4 \times P \times U) / (H \times C \times E)$$

Where:

N = NO_x emission rate in nanograms of NO_x emitted per Joule of heat output

4.566×10^4 = unit conversion factor (ppm to nanograms and Btu to Joules)

P = Concentration of NO_x in the flue gas in parts per million (volume)

U = Dry volume percent of CO_2 in flue gas necessary for stoichiometric combustion

H = Gross heating value of the gas, Btu/Cu ft (at 60 °F and 30" Hg)

C = Dry volume percent of CO_2 in flue gas

E = Recovery efficiency, percentage, as defined in Section 6.1.3 of the Code of Federal Regulation, Title 10, Part 430, Subpart B, Appendix E

5.2.2 The manufacturer may submit to the APCO an approved SCAQMD, Ventura County or BAAQMD certification in lieu of conducting duplicative certification tests.

5.3 Compliance Statement: Upon request of the APCO, each manufacturer shall submit to the APCO a statement certifying the water heaters subject to this rule are in compliance with the provisions of section 4.1. The statement shall be signed, dated and shall attest to the accuracy of all information. The statement shall include:

General Information:

Name and address of manufacturer.

Brand name,

Model number, as it appears on the water heater rating plate.

Heat input rating, Btu/hr.

5.4 Identification: The manufacturer shall display the model number of the water heater and date of manufacture on the shipping carton and rating plate of each unit.

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Suggested Air Quality Mitigation Measures

(for Industrial, Retail and Service, Office, and Institutional Projects)

The following list of mitigation measures should be evaluated and used where applicable and feasible. This list should not be considered all-inclusive, the District encourages innovation.

Pedestrian Access - Provide direct pedestrian access to the main entrance of the project from existing or potential public transit stops and the sidewalk. Such access should consist of paved walkways, ramps, or stairways and should be physically separated from parking areas and vehicle access routes.

Preferential parking for Ridesharers - Provide priority parking for employees who rideshare.

Bicycle Enhancements - Provide bicycle racks with space for at least ten bicycles, and enclosed and locked bicycle storage.

Showers and Lockers - Employee shower and locker areas should be constructed for bicycle and pedestrian commuters, providing one full size locker per ten employees.

Tree Planting - Tree planting provides several air quality benefits such as reducing air pollution, anchoring soil and providing wind breaks, and conserving energy by providing shade.

Eating Areas - Provide on-site cafeteria services, lounge, and eating areas.

On-site Banking and Postal Services - Provide on-site Automatic Tellers Machines (ATMs) and postal services.

On-site Child Care - Provide on-site child care facilities.

On-site Bus Turnouts (Where Transit Exists) - Where transit services exist, construct on-site bus turnouts and loading areas with shelters acceptable to the local transit provider at a location acceptable to the provider.

Transit Easements - Where transit does not exist but the project is within the transit district's sphere of influence, provide a site at a location and size that is acceptable to the transit provider. This area will provide future easement for bus turnouts and shelters.

Paving Dirt Roads - Pave dirt roads in developments which will generate over 100 vehicle daily trips.

Space and Water Heating - High efficiency appliances should be used for space and water heating. Any gas-fired appliances should be low NO_x emitting units.

Building Orientation and Design - Buildings should be oriented to maximize passive solar cooling and heating when practicable. In addition, as many energy-conserving features as possible should be incorporated into the overall building design.

STATE LANDS COMMISSION

JOE T. McCARTHY, Lieutenant Governor
GRAY DAVIS, Controller
THOMAS W. HAYES, Director of Finance

EXECUTIVE OFFICE
1807 - 13th Street
Sacramento, CA 95814-7187
CHARLES WARREN
Executive Officer

October 22, 1993

File Ref.: SCH 93052027

Mr. William G. Shafroth
Assistant Secretary
Land and Coastal Resources
The Resources Agency
1416 Ninth Street
Sacramento, CA 95814

Attention: Nadell Gayou

Ms. Julie Linxwiler
Kings County Planning Department
Government Center
Kings, CA 93230

RECEIVED
OCT 25 1993

PLANNING AGENCY

Dear Mr. Shafroth and Ms. Linxwiler:

SUBJECT: Draft Environmental Impact Report (EIR) for the 1993 Kings County
General Plan Update, SCH 93052027

Staff of the State Lands Commission (SLC) has reviewed the subject document. Under the California Environmental Quality Act (CEQA), the County is the Lead Agency and the SLC is a Responsible and/or Trustee Agency for any and all projects which could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the navigational easement.

The State acquired sovereign ownership of all tidelands and submerged lands and beds of navigable waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all the people of the State for statewide Public Trust purposes which include waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. The landward boundaries of the State's sovereign interests are often based upon the ordinary high water marks of these waterways as they last naturally existed. Thus, such boundaries may not be readily apparent from present day site inspections. The State's sovereign interests are under the jurisdiction of the SLC.

Mr. William G. Shafroth
Ms. Julie Linxwiler
October 22, 1993
Page Two

The area covered by the plan update includes, but may not be limited to: (1) sovereign lands of the Kings River; and (2) state patented school lands, with mineral interests reserved to the state.

California holds a fee ownership in the bed of the Kings River between the two ordinary low water marks. The entire river between the ordinary high water marks is subject to a Public Trust Easement. Both easement and fee owned lands are under the jurisdiction of the State Lands Commission (Public Resources Code Section 6301 and Section 6216). The SLC has a legal responsibility for, and a strong interest in, protecting the ecological and Public Trust values associated with the State's sovereign lands, including the use of these lands for habitat preservation, open space and recreation.

California also acquired title to the bed of Tulare Lake as a navigable waterway in 1850. Due to the use of irrigation in agriculture by diversion of streams feeding Tulare Lake, it eventually became a virtually dry lake bed. The fee interest in Tulare Lake was conveyed by the State pursuant to various Lakeland Location Patents around the turn of the century.

In addition, other waterways within the plan area are subject to a public navigational easement. This easement provides that members of the public have the right to navigate and exercise the incidences of navigation in a lawful manner on State waters that are capable of being physically navigated by oar or motor-propelled small craft. Such uses may include, but not be limited to, boating, rafting, sailing, rowing, fishing, fowling, bathing, skiing, and other water-related public uses.

These comments are not intended, nor shall they be construed as, a waiver or limitation of any right, title, or interest of the state in any lands under its jurisdiction.

If you have any questions, please contact Curtis L. Fossum, Senior Staff Counsel, Southern California Region, at (916) 445-7738.

Sincerely,



MARY GRIGGS
Environmental Services Section
Division of Environmental
Planning and Management

cc: Dwight E. Sanders
Curtis Fossum
OPR

State of California

THE RESOURCES AGENCY OF CALIFORNIA

M E M O R A N D U M

To: Mr. Douglas P. Wheeler
Secretary for Resources

Date: October 20, 1993

Ms. Julie Linxwiler
Kings County Planning Department
Government Center
Hanford, CA 93230

RECEIVED
OCT 21 1993

From: Department of Conservation
Office of Governmental and Environmental Relations

Subject: Draft Environmental Impact Report (DEIR) for the Kings
County General Plan Update. SCH #93052027

The Department of Conservation commented on the Notice of Preparation for the above project in its letter of June 14, 1993 (attached). The Department now has the following specific comments on the General Plan/DEIR.

1. The DEIR refers to a total of 3,333 acres of currently or formerly productive land being converted to urban uses by year 2005. Another section of the DEIR notes loss of 709 acres of productive farmland as an unavoidable effect of the project. The DEIR should clarify the relationship of the 709 acres to the 3,333 acres and if the 709 acres is a reference to only prime farmland.
2. The General Plan/DEIR should provide further information on lands in agricultural preserves, under Williamson Act contract and on the impact of the project on these lands.

The Department appreciates the opportunity to comment on the DEIR and hope that the issues are clarified in the final documents. If I can be of further assistance, please feel free to call me at (916) 445-8733.

Deborah L. Herrmann

Deborah L. Herrmann
Environmental Program Coordinator

Attachment

cc: Ken Trott
Office of Land Conservation

KINGS COUNTY

1993

GENERAL PLAN UPDATE



ENVIRONMENTAL IMPACT ANALYSIS

Prepared for

COUNTY of KINGS

Prepared by

Collins & Associates, Planning Consultants
1993

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EXECUTIVE SUMMARY

The 1993 Kings County General Plan Update is composed of seven elements, various appendices, and this Environmental Impact Report (EIR). The General Plan elements describe policies which will guide future physical development in the unincorporated portion of Kings County. These policies also contain the mitigation measures to eliminate or reduce the severity of potential impacts associated with that development.

Where possible, the General Plan chooses the policy of least environmental effect. In some cases economic or social needs, or constitutional considerations, may outweigh environmental concerns. In such cases the public and local decisionmakers must know what the effects will be, alternatives that can be implemented to reduce the adverse effects as much as possible, cumulative effects that may occur, and the significance, if any, of remaining effects. If an alternative course is determined to be necessary or appropriate, decisionmakers must state the reasons for their choice.

THE GENERAL PLAN

General Plan policies have been integrated to ensure their consistency with each other. For example, the Land Use Element designates residential areas to accommodate the projected housing need described in the Housing Element. In the Circulation Element various transportation modes and facilities are coordinated with the various land uses to reduce the number and length of trips, reduce congestion, and ensure the adequate capacity of each mode.

The content and purpose of the General Plan elements are as follows:

1. The Land Use Element describes the distribution, location, and extent of various land uses. Its policies contain a statement of the standards for population density and building intensity, types of permissible uses, and special development and permit review requirements.

2. The Resource Conservation Element describes policies for the conservation of various natural resources including soils, water, plant and wildlife habitat, minerals, and air quality.
3. The Open Space Element describes open space classifications, limitations on types and intensities of permissible uses, and special development and permit review requirements, and promotes the expansion and improvement of existing recreational areas.
4. The Circulation Element describes policies for the movement of people and goods, and the general location and extent of transportation facilities and public utilities.
5. The Housing Element evaluates the amount of housing needed to accommodate projected population growth, and describes policies which encourage the development of diverse types and densities of housing for all economic segments of the county.

Note: The Housing Element was prepared separately by the Kings County Regional Planning Agency on behalf of the County and three of the four incorporated cities in the county. It was adopted in July, 1992, by the Board of Supervisors and had its own separate environmental review.

6. The Safety Element describes seismic and other geologic hazards, flooding, hazardous materials, and susceptibility to wildfires. Its policies describe procedures for the review of development in areas subject to hazards caused by natural or human activity.
7. The Noise Element describes noise conditions caused by highways, railroads, airports, industry, and other sources. Noise contours are used as a guide for establishing land use patterns in the Land Use Element. The policies of the Noise Element are intended to assure that intrusive noise does not become a problem in the future.

SCOPING MEETING

The Notice of Preparation (NOP) for this EIR was published on May 4, 1993, and sent to the State Clearinghouse at the Governor's Office of Planning and Research on May 5, 1993. The NOP identified five probable environmental effects of the adoption and

implementation of the General Plan Update:

Loss of agricultural land
Reduction in air quality
Loss of plant and wildlife habitat
Reduction in water quality and quantity
Impact of growth on schools

An EIR scoping meeting held on May 19, 1993, was attended by six members of the community and three County staffmembers. The following additional areas were suggested for consideration by these participants:

- Quantify data on air quality, agricultural land, biological resources, and population
- Prepare a Habitat Conservation Plan
- Form a Natural Resources Conservation Trust
- Identify upwind sources of air pollution
- Require offsite mitigation for the loss of agricultural land
- Use young disadvantaged workers to help restore damaged habitat
- Offer tax incentives to farmers for designating their land as wetlands
- Develop a computerized standard EIR format
- Develop a position on the creation of new towns
- Define more closely the various terms referring to water and natural features
- Develop maps, standards, and referral procedures for surveying habitat
- Address the control of vectors in wetland areas
- Develop a single definition of wetlands

SUMMARY OF DRAFT EIR FINDINGS

Kings County has determined that a Draft EIR will be required. Based on preliminary review, the EIR will likely find one unavoidable impact to the environment that cannot be mitigated to insignificant levels. This is expected to be:

1. Significant Unavoidable Adverse Environmental Impacts.

a. Loss of Agricultural Land

To provide shelter, shopping, and jobs for Kings County's expected

future population, some land presently in agricultural production will be converted to residential, commercial, and industrial uses.

The General Plan designates the following acreages in the rural communities for conversion to these uses: 330 acres residential; 115 acres commercial; and 264 acres industrial. Land in city fringe areas designated for other than agricultural use must annex to the adjacent city before it can be developed; therefore, the impacts associated with city fringe area development are appropriately addressed in each city General Plan.

The General Plan designates 3,333 acres of land currently in agricultural use for future urban development (representing less than one-half of one percent of the total available agricultural land in Kings County). The following table breaks down these acreages by land use category:

Table 1
Available Land Designated for Urban Type Development
(in Acres)

Location	Residential	Commercial	Industrial	Total
City Fringes	1,366	331	837	2,534
Rural Communities	330	303	166	799
Total	1,696	634	1,003	3,333

The County has direct control over the 799 acres in the rural communities, but control of the city fringes is generally delegated to the cities through specific policies of the General Plan Update which call for annexation to the cities before development is approved. This extremely small but unavoidable loss is expected to be mitigated as much as possible through General Plan policies that include:

Using the agricultural zone regulations of the Zoning Ordinance to designate fringe-area land as Light Agriculture (AL) and to identify the compatible uses of that land, in order to protect it from the encroachment of incompatible uses until development occurs.

Using Williamson Act contracts around urban areas to ensure that

farming and compatible uses remain as the principal activity in agricultural areas.

Limiting residential uses in agricultural areas to those which are clearly accessory to agricultural uses, i.e., farmer or farm employee housing.

Making more efficient use of areas designated Rural Residential by the General Plan.

2. Significant Adverse Environmental Impacts that Can be Mitigated or Avoided

a. Reduction in Air Quality

Population growth increases the demand for homes, employment centers, commercial uses, industrial areas, and travel. These new land uses and activities can be expected to increase air emissions and reduce air quality.

The Federal and California Clean Air Acts require mitigation of effects associated with growth and are identified in the General Plan. The principal regulatory agency charged with ensuring compliance with the Clean Air Acts is the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD). Its role is to adopt and enforce various rules for stationary sources, and, together with the regional transportation planning agencies and Metropolitan Planning Organizations in the San Joaquin Valley, adopt and implement Transportation Control Measures (TCM's) and other measures intended to reduce emissions. These emission-reducing measures are expected to include:

Encouraging the use of alternative transportation modes

Using best available control technology (BACT)

Requiring mitigation of air pollution emissions

Implementing TCM and TSM (Transportation System Management) measures

Supporting public transportation and bicycle facility programs

Synchronizing traffic control devices to reduce idling time

b. Loss of Plant and Animal Habitat

New urban uses and facilities such as landfills, wastewater treatment plants, irrigation works, and parks will be needed to serve a growing population, but they may encroach on plant and wildlife habitat. Mitigation measures intended to reduce the effects of these facilities on plant and wildlife habitat will include:

Approving development only when it is adjacent to existing development and away from sensitive habitat areas.

Using existing state and federal environmental guidelines to assess and resolve habitat issues.

Protecting habitat along existing natural waterways.

Ensuring compliance with state and federal endangered species laws.

Implementing policies which call for including healthy native trees in designs for development projects.

c. Reduction in Water Quality and Quantity

Population growth requires an increase in domestic water supply. In Kings County the increased supply is normally obtained entirely by pumping from the already critically overdrafted groundwater basin. Previous agricultural users of the land on which new development occurs likely met their irrigation needs partly through the use of groundwater and partly through surface water transported to the site by canal. Thus, the impact of new development on the quality and quantity of water in the groundwater basin is usually more extreme (100% dependence) than is that of agricultural users of that same water source (only part dependence).

If, as is unlikely, previous agricultural users employed 100% groundwater for irrigation, the difference between the impact on the groundwater supply of agricultural versus domestic uses would be less pronounced, since the two use roughly similar quantities of water per unit area. Even in these cases, however, domestic uses will not recharge

the underlying basin to the extent that agricultural uses do. This is because a large part of domestic water is transported via sanitary sewer lines to other locations for disposal, rather than soaking into the soil and recharging the underlying basin.

Mitigation measures to reduce the impact of increased domestic water use on groundwater supplies will likely include:

Protection and improvement of groundwater recharge areas.

Proper wastewater disposal.

Conservation of groundwater resources.

d. **Impact of Growth on Schools**

State law requires that new development pay school impact fees for new school construction at the rate of \$2.65 per square foot for new residential uses, and \$.25 per square foot for new commercial uses.

Based on an estimated construction cost per classroom ranging from \$212,000 (at 59 square feet per student x 30 students per classroom x \$120 per square foot construction cost) to \$465,000 (a high school classroom cost estimate provided by the Kings County Office of Education), it is estimated that between 37% and 82% of the cost of school construction is offset by state-required school impact fees.

Local mitigation measures to further offset the effect of population growth on the schools will include:

A requirement for further developer participation in the financing of school construction.

Support of bond measures for the construction of school facilities.

e. Land use conflicts

Except for loss of agricultural land discussed elsewhere, this impact is mitigated through the implementation of various policies in the Land Use, Resource Conservation, Open Space, and Circulation Elements (see the Land Use Element in general, including land use maps; Policies for Urban Areas, pages 10 to 15; and Agriculture, pages 16 and 17).

f. Increased use of municipal waste collection and disposal systems

As the population grows, more waste products will be generated. The Resource Conservation Element incorporates the Kings County Integrated Waste Management Plan (see page 44), which includes various policies for the reduction, recycling, and reuse of waste material generated in the county. The Kings County Waste Management Authority, of which Kings County is a member, is responsible for proper municipal waste management.

Hazardous waste policies for Kings County are included in the Kings County Hazardous Waste Management Plan, adopted by the County in 1990 and implemented through various zoning ordinance and project review procedural changes.

g. Increased use of streets and roads

The General Plan promotes the use of such modes as streets and roads, rail, air, public transit facilities, and bicycles to help reduce the impact of growth identified in the General Plan. The Kings County Regional Transportation Plan projects future traffic volumes on local roadways, none of which is expected to reach its capacity before the year 2010. The RTP is updated biennially and includes capacity projections for the major road systems in the county.

h. Increased use of domestic water supplies

Domestic water service is provided by cities, community service or public utility districts, and private water companies. The County does not provide domestic water service. Applications for new development must include information on the capacity of the systems that will be used; expansion of capacity, if needed, will be required before approval is granted.

- i. Increased use of wastewater collection and disposal (sewer) systems

Kings County does not provide wastewater collection, treatment, or disposal service. Applications for new development must include information on the remaining capacity of the systems that will be used. Expansion of capacity, if needed, will be required before approval is granted.

- j. Increased use of stormwater drainage systems

Kings County provides stormwater disposal service in the unincorporated areas. Applications for new development must include information on the remaining capacity of the systems that will be used. Expansion of capacity, if needed, will be required before approval is granted .

- k. Increased use of fire protection systems

General Plan Policies direct new urban development to the cities and community services districts. City development policy controls city fire services provided by Hanford and Lemoore. Fire protection services in Corcoran and Avenal are provided by the County on a contract basis, where these two cities determine the level of service they want and pay the County for it. Armona, Kettleman City, and Stratford are provided fire service by the Kings County Fire Department. The development review process includes review by the Fire Department indicating what is required to ensure adequate fire service.

- l. Impact on scenic, cultural, and historic resources

The principal effort is to preserve the appearance of city entrances and rural landscapes, and to keep roadways free of intrusive obstructions. This is achieved by policies calling for the undergrounding of utility lines where feasible, prohibiting billboards, and preserving trees.

3. Impacts Found Not to be Significant

- a) Geology/Seismicity/Soils
- b) Noise
- c) Land Use
- d) Safety
- e) Transportation/Circulation
- f) Public Services and Infrastructure
- g) Archeologic/Paleontologic Resources
- h) Visual Resources

4. Why Alternative Plans Were Not Selected

a) "No Project" Alternative

The "No Project" alternative would preclude additional development beyond that designated in previous General Plan documents. It would continue previous policies which do not address issues of the 1990's and beyond. Previous General Plan policies allowed development that could cause environmental problems. Newer approaches, such as the coordination of general development policies with the cities and community services districts, would not be implemented under the "No Project" alternative.

Furthermore, the "No Project" alternative would not comply with state law. General Plans must be reviewed approximately every five years and modified when they are found to be out-of-date. Previous General Plan updates and amendments need to be consolidated and updated to ensure internal consistency, comprehensibility, and timeliness.

b) No Development or No Growth Alternative

Because of existing zoning and current policies, the no development proposal is not permissible at this time. The environmental effects of expected growth in Kings County will not be solved or necessarily improved by a no growth policy. If insufficient housing opportunities are provided here workers will live in other communities and commute, creating additional air emissions and risk of traffic accidents.

Failure to create new jobs will cause the local economy to stagnate. This will affect the basic quality of life and the ability to address

environmental issues such as air quality, water quality and supply, and the protection of natural habitat areas.

c. Modified Policies Alternative

General Plan policies are intended to lead to the desired future physical development of Kings County. Thus, the only General Plan policies which could appropriately be modified in the update process pertain to land use designation. All other plan policies are the result of extensive review and recommendation by the general public, various formal committees, other County departments, cities, special districts, state and federal agencies, the Planning Commission, and the Board of Supervisors.

Relaxing the development policies of the updated General Plan would cause it not to meet its objective to provide for "... a comprehensive, long-term General Plan for the physical development of the county"

d. Constrained Land Use Plan

The General Plan Update reflects land use patterns that have developed over the years under previous General Plan policies, affected by the availability of public facilities. The public and local decisionmakers have reviewed the General Plan Update and determined that it directs future growth to the desired locations. However, amendments to the General Plan, if appropriate, can be approved subject to rigorous local review.

1.0 INTRODUCTION

This EIR has been prepared by the lead agency, Kings County, in accordance with the California Environmental Quality Act (CEQA) for the project known as the 1993 Kings County General Plan Update. The general project area includes all the unincorporated territory of the County of Kings except for the territory within the Lemoore Naval Air Station (a federal military installation) and the Santa Rosa Rancheria (an American Indian reservation), where the County has no land use jurisdiction.

The County is required by State law to have an up-to-date General Plan, and must take discretionary actions to adopt and implement it. Specifically, the Kings County Planning Commission must consider the contents of the EIR before they approve the draft General Plan and recommend its adoption and implementation by the Kings County Board of Supervisors. In turn, the Board of Supervisors must certify the EIR as adequate before they can adopt the General Plan.

Implementation of the General Plan through Zoning Ordinance and zone district amendments, policy implementation, procedural changes, annexations of territory to cities and services districts, etc., will directly result from adoption of the General Plan.

1.01 Purpose

The 1993 Kings County General Plan Update consolidates and updates the seven mandatory elements of the General Plan. It also rescinds all previous General Plans and policies EXCEPT the Kings County Hazardous Waste Management Plan, adopted September 25, 1990, by Kings County Board of Supervisors Resolution No. 90-117; and the 1992 Housing Element adopted July 28, 1992, by Resolution No. 92-101. These two plans are included by reference in the General Plan.

The California Environmental Quality Act (CEQA) defines an action to adopt or amend a General Plan as a project requiring environmental review. This EIR has been prepared in compliance with CEQA. It will enable local decisionmakers and the general public to make informed decisions concerning the environmental effects of their General Plan-related actions, including, but not limited to, adoption of the General Plan, its implementation, including, but not limited to, modification of the zoning ordinance, land division ordinance, and policy implementation and procedural changes, and the development of uses that are consistent with the plans policies.

1.02 Project Objectives

The principal objective of this project is to consolidate the many components of Kings County's General Plan into a single internally consistent plan. The reason for this is to reflect the physical and social changes that have occurred since previous General Plan elements and components were adopted at various times over the last three decades, and to anticipate future demands and needs of the community to the year 2005. This consolidation of plan elements and components will simplify its application to individual development decisions, and cause it to be more easily understood by the general public and local decisionmakers.

A second objective is to identify the possible effects of the newly consolidated policies on future development and quality of life in unincorporated Kings County.

A third objective is to formulate new policies based on projected need, and to address issues not previously covered in the General Plan. In addition, some issues previously addressed in the General Plan require more detailed attention since there have been many physical, economic, and social changes over the 35-year life of the previous General Plan.

1.03 Specificity of the General Plan EIR

Section 15146(b) of the CEQA Guidelines describes the degree of specificity required for a General Plan EIR:

"An EIR on a ... general plan should focus on the secondary effects that can be expected to follow from the adoption, ..., but the EIR need not be as detailed as an EIR on the specific construction projects that might follow."

This EIR considers the broad effects of the implementation of General Plan policies, rather than site-specific details. Future site-specific projects are only speculative at this time; their effects cannot be determined. However, general long-term effects of future changes can be projected. For instance, growth in areas designated for residential use will affect wastewater treatment capacity, domestic water supply, transportation mode capacity, school capacity, agricultural land conversion and conflicts, municipal waste services, storm drainage, air quality, etc. These effects can be estimated by comparing the ultimate "buildout" capacity of the General Plan, as published, to the maximum capacity of each system or resource affected. It can then be determined whether General Plan policies sufficiently mitigate significant impacts resulting from full implementation of the General Plan.

1.04 Tiering of EIR's

It is intended that the General Plan EIR form the first level, or tier, of required EIR's. Section 15152 of CEQA Guidelines encourages the use of tiering as the basis for future project EIR's, including those for zone changes, development projects, annexations, etc. This will eliminate repetitive discussion and focus future environmental studies on the actual issues at hand.

Other intended uses of this EIR by Kings County are for projects related to implementation of the General Plan update, including, but not limited to, Zoning Ordinance, Land Division Ordinance, improvement standard amendments, policy implementation, and procedural changes; capital improvement projects, public facilities construction, and annexations; and private development projects may use this EIR as a foundation for subsequent project or site-specific environmental review.

1.05 The General Plan as an EIR

Concerning the use of the General Plan as an EIR, Section 15166 of the CEQA Guidelines states:

"(a) The requirements for preparing an EIR on a local general plan, element, or amendment thereof will be satisfied by using the general plan, or element document, as the EIR and no separate EIR will be required if:

- (1) The general plan addresses all points required to be in an EIR by Article 9 of [the CEQA Guidelines] and
- (2) The document contains a special section or a cover sheet identifying where the general plan document addresses each of the points required."

This EIR is constructed in the form specified in the CEQA Guidelines as quoted here.

1.06 Intended Use of the EIR

Intended uses of this EIR by Kings County are for projects relating to implementation of the General Plan Update including, but not limited to, amendment of the Zoning Ordinance, the Land Division Ordinance, or the improvement standards; and implementation, or changes in, General Plan policies

or procedures. Other intended uses of this EIR by Kings County are for capital improvement projects, public facilities construction, and annexations. Private development projects may use this EIR as the foundation for subsequent project-specific or site-specific environmental review.

2.0 PROJECT DESCRIPTION

A. Description

The following outline describes the contents of the General Plan Update:

1. Introduction

- a. Purpose (page 1)
- b. Authority (page 1)
- c. Scope (page 1)

2. Land Use Element

The Land Use Element describes the distribution, location, and extent of various land uses. Its policies contain a statement of the standards for population density and building intensity, types of permissible uses, and special development and permit review requirements.

- a. Purpose (page 8)
- b. Consistency with Other Elements (page 8)
- c. Scope and Organization (page 8)

3. Resource Conservation Element

The Resource Conservation Element describes policies for the conservation of various natural resources including soils, water, plant and wildlife habitat, minerals, and air quality.

- a. Purpose (page 32)
- b. Consistency with Other Elements (page 32)
- c. Scope and Organization (page 32)

4. Open Space Element

The Open Space Element describes open space classifications, limitations on types and intensities of permissible uses, and special development and permit review requirements, and promotes the expansion and improvement of existing recreational areas.

- a. Purpose (page 45)
- b. Consistency with Other Elements (page 45)
- c. Scope and Organization (page 45)

5. Circulation Element

The Circulation Element describes policies for the movement of people and goods, and the general location and extent of transportation facilities and public utilities.

- a. Purpose (page 57)
- b. Consistency with Other Elements (page 57)
- c. Scope and Organization (page 57)

6. Housing Element

The Housing Element evaluates the amount of housing needed to accommodate projected population growth, and describes policies which encourage the development of diverse types and densities of housing for all economic segments of the county.

Note: The Housing Element was prepared separately by the Kings County Regional Planning Agency on behalf of the County and three of the four incorporated cities in the county. It was adopted in July, 1992, by the Board of Supervisors and had its own separate environmental review.

- a. Purpose (page 68)
- b. Consistency with Other Elements (page 68)
- c. Scope and Organization (page 68)

7. Safety Element

The Safety Element describes seismic and other geologic hazards, flooding, hazardous materials, and susceptibility to wildfires. Its policies describe procedures for the review of development in areas subject to hazards caused by natural or human activity.

- a. Purpose (page 75)
- b. Consistency with Other Elements (page 75)
- c. Scope and Organization (page 75)

8. Noise Element

The Noise Element describes noise conditions caused by highways, railroads, airports, industry, and other sources. Noise contours are used as a guide for establishing land use patterns in the Land Use Element. The policies of the Noise Element are intended to assure that intrusive noise does not become a problem in the future.

- a. Purpose (page 94)
- b. Consistency with Other Elements (page 94)
- c. Scope and Organization (page 94)

B. Location

The general parameters of this project include all of the unincorporated area of the County of Kings, California, except for the territory within the Lemoore Naval Air Station (a federal military installation) and the Santa Rosa Rancheria (an American Indian reservation), where the County of Kings does not have land use planning authority or jurisdiction.

C. Planning Period

The project is intended to provide development policies through the year 2005. However, review and adjustment of the General Plan will occur from time to time during this period to reflect changing community conditions that could not be anticipated in advance.

D. Planning Area

The location of this project is shown on Figures 1 and 2, pages v and vi, of the General Plan. Specific land use and circulation system diagrams are shown on Figures 3 through 9, pages 25 through 31, of the General Plan.

E. Relationship to Other Plans

It is intended that this EIR be used by Kings County for projects relating to implementation of the General Plan Update including, but not limited to, amendment of the Zoning Ordinance, the Land Division Ordinance, and the improvement standards; policy implementation and procedural changes; capital improvement projects; public facilities construction; and annexations. Private

development projects may also use this EIR as the foundation for subsequent project or site-specific environmental review.

3.0 ENVIRONMENTAL SETTING

The environmental setting of this project is the unincorporated area of Kings County, California. This setting is more specifically addressed on the following pages of the General Plan Update:

A. General

Socioeconomic	(pages I-5 and -6)
Climate	(page I-5)
Topography	(page I-4)
Soils/Geology	(pages RC-6 and -7)
Regional Setting	(page I-4)
County Setting	(page I-5)
Growth Projections	(page I-5)
Population Characteristics	(page I-6)
Labor Force and Employment	(page I-6)

B. Risk of Upset

Seismic/Geologic Hazards	(pages S-3 through -7)
Flooding	(pages S-12 through -16)

C. Resources

Agricultural Resources	(pages LU-10 through -14)
Scenic Resources	(pages OS-3 through -5)
Cultural Resources	(pages OS-12 and -13)
Biotic Resources	(pages RC-8 through -12)

D. Physical Environment

Water Quality	(pages RC-2 and -3)
Air Quality	(pages RC-4 and -5)

E. Human Environment

Schools	(Figure 3, page LU-21)
Solid Waste	(Figure 3, page LU-21; page LU-17; page RC-14; Table 10, Appendix 2)

Hazardous Waste	(page LU-16)
Fire Protection	(pages S-8 through -11)
Land Use Conflicts	(page I-2)
Circulation	(pages CIRC-1 through -13)
Sewer	(page LU-3)
Water Supply	(page LU-3)
Storm Drainage	(page LU-17)

4.0 ENVIRONMENTAL IMPACT ANALYSIS

The environmental impacts discussed in the DEIR were identified through the Notice of Preparation (NOP) and initial study process. Each impact discussed in this section of the DEIR will be addressed under four subheadings - existing conditions, environmental impact analysis, mitigation measures and monitoring, and residual impact.

PHYSICAL IMPACTS

Physical impacts involves environmental impacts that adversely affect the physical environment, such as air quality and water quality and quantity.

4.01 AIR QUALITY

The planning area lies within the San Joaquin Valley, a basin that encompasses 24, 843 square miles or 16 percent of the total area of California. The basin is comprised of eight counties of which Kings County is one. It is the largest air basin in California and contains a population of over three million people. It is the fastest growing major region in California. In addition to a rapidly increasing population, the Valley's growth in vehicle trips and vehicle miles traveled (VMT) also ranks among the top. This air basin has been designated as a non-attainment area for failing to meet National Ambient Air Quality Standards (NAAQS) for two pollutants: ozone and particulates.

Ozone, which is formed when reactive organic gases (ROG), nitrogen oxides (NO_x), and air-born oxygen react in the presence of sunlight, aggravates the health of persons who suffer from asthma, bronchitis and other respiratory diseases. In addition, ozone can also reduce the productivity of certain crops and injure native trees. Motor vehicles are the major source of oxides of nitrogen and reactive organic gases.

PM-10, which is particulate matter that has a diameter of 10 micrometers or less, is made up of minute amounts of solids and liquids, such as dust, fumes, aerosols, and soot. Persons who inhale particulate matter, especially those persons who suffer from respiratory problems, suffer from labored breathing. This matter can also carry with it various toxic materials which can enter the body through the respiratory system and eventually into the bloodstream. The major sources of PM-10 are agricultural operations, which generate dust, aerosols, and soot, and industries, which produce fumes and mists.

Table No. 2 shows State and federal ambient air quality standards for ozone, PM-10 and other pollutants.

Table No. 2
Ambient Air Quality Standards

<u>Pollutant</u>	<u>Averaging Time</u>	<u>State Standards</u>	<u>National Standards</u>
Ozone	1-hour	.10 parts per million	.12 parts per million
Carbon Monoxide	8-hour	9.0 ppm (10 mg/m ³)	10 mg/m ³ (9 ppm)
	1-hour	20 ppm	40 mg/m ³
Nitrogen Dioxide	annual average	-	100 ug/m ³ (.05 ppm)
	1-hour	.25 ppm (470 ug/m ³)	
Sulfur Dioxide	24-hour	.05 ppmg (131 ug/m ³)	365 ug/m ³ (.14 ppm)
	1-hour	.25 ppm	
PM10	24-hour	50 ug/m ³	150 ug/m ³

Source: Air Resources Board, California Air Quality Data Summary

4.011 Existing Conditions

See the Kings County General Plan, Resource Conservation Element, for additional information on air quality.

The Valley's non-attainment status for ozone, PM-10 and carbon monoxide (CO) in the case of certain metropolitan areas, is the result of its basin-like topography, lack of air ventilation, high levels of sunlight, and significant air emissions from stationary and mobile sources. Together, these conditions lead to inversion layers, photo-chemical reactions and create an air environment that is unhealthy for humans, crops and forests. Table No. 3 indicates the number of days, from 1988 to 1991, the Valley has exceeded the State standards for ozone, PM-10 and CO.

Table No. 3
Exceedence Days for Ozone, PM-10 and CO
San Joaquin Valley Air Monitoring Stations

<u>Year</u>	<u>Ozone</u>	<u>PM10</u>	<u>CO</u>
1988	154	68	5
1989	148	66	23
1990	130	79	8
1991	131	70	3

Note: Days in which state air emission standards were exceeded at air monitoring stations in the Valley.

Source: SJVUAPCD

The San Joaquin Valley Unified Air Pollution Control District has air monitoring stations in Hanford, Corcoran and Kettleman City. Table No. 4 delineates the number of days each station exceeded State standards for ozone and PM 10.

Table No. 4
Exceedence Days for Ozone and PM-10
Air Quality Monitoring Data, Kings County Stations

<u>Year</u>	<u>Ozone</u>			<u>PM10</u>		
	<u>Hanford</u>	<u>Corcoran</u>	<u>Kettleman</u>	<u>Hanford</u>	<u>Corcoran</u>	<u>Kettleman</u>
1988	34 days	NA	NA	16 (42)	16 (43)	18 (44)
1989	13	NA	NA	33 (57)	27 (53)	14 (51)
1990	4	NA	NA	24 (53)	25 (57)	27 (55)
1991	15	NA	NA	29 (56)	30 (51)	21 (56)

Note: Days in which state air emission standards were exceeded at the Hanford, Corcoran, and Kettleman monitoring stations. The PM 10 numbers in parenthesis are observances.

Source: State Air Resources Board, 1988, 89, 90, and 91.

The State Air Resources Board has calculated base line information (as of 1987) for the amount of ROG, NO_x, and CO being generated in the air basin. ROG and NO_x are precursors to ozone; a reduction in these emissions will reduce the levels of ozone in the air basin. These emissions are measured in tons per day and include stationary and mobile sources. These estimated baseline numbers enable the Board to gauge the success of its air emission programs.

Table No. 5
Air Emissions, San Joaquin Valley Air Basin-1987

<u>Source</u>	<u>ROG</u>	<u>CO</u>	<u>NO_x</u>
stationary	517 tons/day	227	152
<u>mobile</u>	<u>233</u>	<u>360</u>	<u>1313</u>
total	750	587	1465 tons/day

Notes: ROG = reactive organic gases, CO = carbon monoxide, NO_x = nitrogen oxides.

Source: State Air Resources Board, 1987

The Consultant, using the State's air emissions model, URBEMUS -3, has calculated in Table No. 6 the vehicle-related emissions resulting from the planning area in 1993. The estimated volumes of air emissions generated by the planning area when compared to the total volumes generated in the Valley in 1987, shows the planning areas volumes to be insignificant. For example, the amount of TOG being generated in 1993 is 1390 pounds per day or about .2 percent of what was generated in the air basin by mobile sources in 1987! For CO and NO_x the percentages are 1.6 and .06 percent, respectively.

Table No. 6
Air Emissions, Planning Area-1993

<u>Land Use</u>	<u>TOG¹</u>	<u>CO</u>	<u>NO_x</u>	<u>PM10</u>	<u>SO_x²</u>
<u>Corcoran</u>					
residential	190 lbs/dy	1635	218	22	23
commercial					
industrial	104	887	126	487	13
<u>Lemoore</u>					
residential	91	773	90	8	9
commercial	5	36	5	2	1
industrial	0	0	0	0	0
<u>Hanford</u>					
residential	344	2922	338	31	33
commercial	413	3100	442	187	41
industrial	102	955	111	356	11
<u>Armona, Stratford</u>					
<u>Kettleman City</u>					
residential	540	4538	626	46	64
commercial	319	2409	301	137	24
industrial	<u>30</u>	<u>231</u>	<u>46</u>	<u>163</u>	<u>5</u>
subtotal	2138	17486	2303	1439	224 lbs/dy
factor ³	<u>x .65</u>	<u>x .65</u>	<u>x .65</u>	<u>x .65</u>	<u>x .65</u>
total	1390	11366	1497	935	146 lbs/dy

1 = ROG (reactive organic gases) is 90 percent of TOG (total organic gases)

2 = SO_x, sulfur oxides

3 = The .65 factor accounts for some land use generated trips being double counted.

Source: Collins & Associates, 1993

4.012 Environmental Impacts

Over the 12-year planning period, implementation of the General Plan will increase the population in the planning area by a maximum of 22,314 persons. It will result in urban growth on land on the fringe of the cities of Hanford, Corcoran and Lemoore and in the unincorporated communities of Armona, Kettleman City and Stratford. Lands designated for urbanization around cities will be annexed prior to developing, according to the land use policies in the General Plan.

Whether development occurs in an unincorporated community, in a city or on the fringe of a city, air emissions emanating from the planning area will increase over the planning period. These emissions will have an adverse impact on air quality in Kings County and the greater San Joaquin Valley. Increased air emissions that will result from the buildout of the General Plan through 2005 are detailed in Table No. 7. The support data for the information in this table is contained in Appendix A, URBEMUS-3.

Table No. 7
Air Emissions, Planning Area-2005

<u>Land Use</u>	<u>TOG</u>	<u>CO</u>	<u>NO_x</u>	<u>PM₁₀</u>	<u>SO_x</u>
<u>Corcoran</u>					
residential	88 lbs/dy	934	150	14	17
commercial					
industrial	31	318	55	6	199
<u>Lemoore</u>					
residential	94	1040	139	12	14
commercial	99	1013	158	16	65
industrial	44	473	72	8	221
<u>Hanford</u>					
residential	172	1913	255	23	26
commercial	223	5335	831	343	83
industrial	129	1375	208	641	22
<u>Armona, Stratford</u>					
<u>Kettleman City</u>					
residential	208	2157	382	42	25
commercial	381	3740	543	292	43
industrial	41	385	91	234	10
subtotal	1810	18684	2882	2087	270 lbs/dy
factor	<u>x .65</u>	<u>x .65</u>	<u>x .65</u>	<u>x .65</u>	<u>x .65</u>
total	1177	12145	1873	1356	176 lbs/dy

1 = ROG (reactive organic gases) is 90 percent of TOG (total organic gases)

2 = SO_x, sulfur oxides

3 = The .65 factor accounts for some land use generated trips being double counted.

Source: Collins & Associates, 1993

When the reader compares the estimated volumes of air emissions generated by the General Plan to the total volumes generated in the Valley in 1987, it is apparent that the Kings County volumes are insignificant. For example, the amount of CO generated by buildout in 2005 is 6.07 tons per day or about 1.6 percent of what was generated in the air basin by mobile sources in 1987! For NO_x and ROG the percentages are .07 and .25 percent, respectively. However, air emissions generated by the implementation of the Kings County General Plan will, when added to air emissions generated by other counties in the basin, will have a cumulative adverse impact on the Valley's air quality.

The result of declining air quality in the Valley is continued deterioration in the public's health, especially senior citizens and young children, a reduction in agricultural productivity on crops like cotton, alfalfa, citrus and broad-leaved plants and continued obstruction of views of the Sierra Nevada and coast range.

Short-term air quality impacts will involve dust that is generated by construction activities. This impact can cause nuisance problems for adjacent residents and farming operations that require their crops to remain free of dust.

4.013 Mitigation Measures and Monitoring

Mitigation of the long-term air quality impacts in the Valley can not be resolved by any one city or county. It must be accomplished on a regional basis. Each county must implement policies, strategies, rules and programs that will reduce air emissions on a county by county basis.

The "environmentally suggested" alternative land use plan discussed in the Alternatives to the Proposed Action section of the DEIR, if implemented, will substantially mitigate the project's impact on air quality. By itself, this alternative will reduce the emissions generated by mobile sources in the planning area by approximately 25 percent.

If the "environmentally suggested" alternative is not implemented, the policies contained in the General Plan along with the mitigation measures listed below will reduce the project's impact to an "insignificant" level. Most of these mitigation measures, such as those policies contained in the San Joaquin Valley Transportation Control Measure Program, will be implemented by the San Joaquin Valley Unified Air Pollution Control District.

Mitigation measures (rules) that could reduce air quality impacts resulting from the implementation of the General Plan are currently being developed by the SJVUAPCD and are listed below. These rules are currently in draft form and will be considered for adoption by the San Joaquin Valley Unified Air Pollution Control District in 1993/94. If approved, these rules would be in force throughout the planning period.

1. **Mobile Source Emission Reduction Credits** - This rule would establish

procedures for which emission reduction credits could be certified. Attainment of reduction credits could involve early retirement of older vehicles, purchase or replacement of low-emission buses or purchase of low-emission vehicles (powered by natural gas).

2. **New and Modified Stationary Source Review** - These rule amendments would allow for conditions to be applied to incoming stationary sources (industries) that would provide for emission offsets.

3. **Commute Based Trip Reduction** - This rule would improve ambient air quality by reducing air pollutant emissions that result from single occupant vehicle commute trips to work by requiring employers with 100 or more employees at a worksite to develop an Employer Trip Reduction Program designed to provide transportation information, assistance and incentives to employees to reduce vehicle trips.

4. **Fleet Operator Alternative Fuels Program** - This rule would improve ambient air quality by having fleet operators with more than 50 vehicles in the first phase and 20 vehicles in the second phase scheduled in 1996 shift to alternative fuels thereby reducing valley wide ROG, NO_x and CO emissions.

Mitigation monitoring - The San Joaquin Valley Unified Air Pollution Control District shall insure that the measures listed above are implemented and are in force throughout the planning period. Implementation of these measures shall start in 1994.

Kings County could reduce air emissions by implementing the following measures that are contained in the San Joaquin Valley Transportation Control Measure Program. These measures are as follows and are ranked according to their cost-effectiveness.

5. **Alternative Work Schedules**

a. **Compressed Work Week** - Kings County employers could implement a 4-10 Work Week or a Modified 4-10 Work Week, which is spread over two weeks. This work strategy will have employees traveling to, and leaving from, work at non-peak traffic hours. This reduces congestion on the surrounding roadway system and reduces air emissions. Under either plan, the employee avoids driving to work one day per week; one day every two weeks under the modified plan.

b. **Staggered Work Hours**

c. **Flexible Work Hours**

6. **Passenger Rail** - Encourage increased ridership on Amtrak's San Joaquin trains by continuing to improve the two train depots located in Kings County - Hanford and Corcoran - and support the expansion of Amtrak services, high speed rail improvements, and acquisitions of right-of-way for future rail projects.

7. **Ridesharing** - Work with Central Valley Rideshare with in Kings County to establish and coordinate a rideshare program that would take advantage of the number of persons commuting to Kings County from surrounding cities, such as Fresno, Visalia, Tulare and Bakersfield.

Mitigation monitoring - The Kings County Regional Planning Agency (KCRPA), county's executive office and regional planning department shall insure that the measures listed above are implemented and are in force throughout the planning period. Implementation of some of these measures has already begun.

To a lesser extent, Kings County will reduce air emissions by continuing to finance projects contained in the Kings County Regional Transportation Plan (RTP) prepared by KCRPA. These projects will:

8. **Reduce Roadway Congestion** - These types of projects will increase a roadway's ability to carry traffic thereby improving its level of service (LOS). Reduced congestion reduces air emissions from vehicles using that roadway.

9. **Improved Intersections** - These types of projects will enhance an intersection's capacity and safety. They will reduce air emissions generated by vehicles using that intersection by reducing time delays for turn movements.

10. **Increase Public Transportation Ridership** - Funding of transit operating and capital improvements identified in the RTP will increase ridership on the Kings Area Rural Transit (KART) and the Corcoran Dial-a-Ride systems. Increased ridership will reduce the number of vehicles using Kings County roadways thereby reducing overall vehicle-produced emissions.

Mitigation monitoring - The Kings County Regional Planning Agency (KCRPA) will insure that funds are allocated to the above programs. Funding for these types of projects will occur throughout the planning period.

Short-Term Air Quality

Short-term mitigation measures for air emissions resulting from county construction projects are as follows:

1. All material excavated or graded should be sufficiently watered to prevent excessive amount of dust. Watering should occur at least twice a day with complete coverage, preferably in the later morning and after work is completed for the day.

2. All inactive portions of a construction site, which emit excessive amounts of dust, shall have a dust suppressive applied.

Mitigation monitoring - The Public Works Director shall insure that the above mitigation measures are implemented during the construction phase of a project occurring within the planning area and under county control. These measures shall

be in force throughout the planning period.

4.014 Residual Impact

Approval of the previously listed mitigation measures will reduce the project's impact on air quality to an "insignificant" level. Implementation of the measures and adoption of the "environmentally constrained" alternative will enhance the Valley's objective of becoming an attainment area for ozone, PM 10 and CO.

4.02 WATER QUANTITY

4.021 Existing Conditions

The water resources that are used in Kings County consist of surface water runoff from the Sierra Nevada mountains on the east side of the San Joaquin Valley, groundwater that is replenished by percolation from surface channels and recharge facilities, and imported surface water from State and Federal water projects. A discussion of these water supplies is presented below.

Surface Water

Historically, much of the southern San Joaquin Valley drained to the Tulare Lake Basin, located in central Kings County. Although, the Lake Bed has been largely reclaimed for agricultural purposes, it still receives surface water flows from the South Fork of the Kings Rivers and other local channels, particularly under high flow conditions.

The primary local source of surface water in Kings County is the Kings River, which is regulated by Pine Flat Dam east of Fresno. This river provides irrigation water to more than one million acres of agricultural lands in Fresno, Kings and Tulare Counties. The distribution of Kings River water to irrigation districts and other water rights holders is administered by the Kings River Water Association.

Other local sources of surface water in Kings County include the Kaweah River, Tule River, and, in extremely wet years, the Kern River. However, the amount of water that is delivered in these rivers to Kings County is minimal relative to Kings River deliveries. Very little, if any, water from the Kaweah and Tule Rivers generally is delivered to water rights holders in Kings County in below-average water years.

Sources of imported surface water include the California Aqueduct, which carries water from State Water Project (SWP) and the Federal Central Valley Project (CVP), and the Federal CVP Friant-Kern Canal on the east side of the Valley. Friant-Kern Canal contractors in Kings County receive their water from the Kaweah River through exchanges with Friant-Kern Canal contractors on the Kaweah River.

Ground Water

Ground water occurs in a relatively shallow unconfined aquifer system and a deeper confined aquifer system that are separated by an extensive clay layer known as the "Corcoran Clay". The shallow unconfined aquifer system generally consists of fine to medium grained sedimentary materials with low to moderate permeability that are interbedded with zones of largely impermeable layers of clay.

Usable ground water from the shallow aquifer system generally can only be obtained

in the northeastern and eastern portions of the County. The Tulare Lake bed is underlain by relatively impermeable surface and sub-surface deposits which restricts recharge from the surface and the yield of water-bearing strata. The mineral quality of ground water in the shallow aquifers throughout much of the County, including most of the Lake bed area, is not suitable for agricultural or urban uses due to a high concentration of dissolved solids.

The aforementioned Corcoran Clay is the most significant of the clay zones, extending under much of the Valley and reaching a thickness of more than 100 feet. This feature is most shallow on the east side of the County, where it is 500 to 600 feet deep. Ground water that occurs in the low to moderate permeability sedimentary deposits below the Corcoran Clay is confined and under hydraulic pressure. The static water level in wells drilled through the confining layer currently is at a depth of 150 to 200 feet in the Hanford-Lemoore area.

The unconfined aquifer system is replenished by infiltration from stream flows, artificial recharge, and return flow from applications of irrigation water. The deeper, confined system is replenished primarily by the lateral flow of ground water from unconfined aquifers at the edges of the Corcoran Clay. Much of the replenishment water comes from the aquifer system under the alluvial fan of the Kaweah River on the east side of the Valley that is "up-gradient" of the Hanford-Corcoran area. Subsurface flow in the aquifer system under the Kings River in northeast Kings County also replenishes the confined aquifer. Ground water that is confined by the Corcoran Clay generally is highly mineralized with high concentrations of dissolved solids.

The Kings County Water District, located in northeast Kings County, has collected bi-annual depth-to-groundwater measurements in wells that pump from the shallow aquifer system within the District since the early 1960's. The District's data indicates that the water depths generally have fluctuated in response to surface water conditions. During drought periods, the water levels have dropped, while during "wet" periods, the water levels have risen. There does not appear to be a distinct trend of declining water levels over the past 20 to 30 years due to increased groundwater pumping or other factors.

The average fall water depths in the District have ranged from a minimum of 36.0 feet to a maximum of 82.0 feet. The maximum average water depth of 82.0 feet occurred in 1992 at the end of the recent extended drought, during which the average water level dropped 35 feet. The prior maximum average depth of 71.5 occurred in 1977, which was the second year of a severe two-year drought. The minimum average fall depth of 36.0 feet occurred in 1984 after a series of consecutive "wet" years. A comparison of the spring and fall average water depths indicates that the water levels typically drop five to ten feet during the summer and rise during the winter.

The Kings River Conservation District, which encompass much of Kings County, records ground water depths within the service area of the Kings Rivers. KRWCD's data, which includes ground water depths in wells that pump from the confined

aquifer and wells that pump from the unconfined aquifer system, indicates that the water levels in the north-northeast part of the County were at an average depth of 95 feet in the fall of 1992. The water levels have dropped an average of three feet since the fall of 1991 and an average of 56 feet since the fall of 1986. Although the service area of the Kings River nearly extends to the southern boundary of Kings County, KRWCD has virtually no well readings in the Tulare Lake Bed area and the southern portion of the County.

An important issue associated with the use of ground water in the southern San Joaquin Valley is the extent to which ground water overdraft conditions exist. Overdraft occurs when the average annual ground water withdrawals exceed the safe yield of a ground water basin and a long-term trend of declining water levels is established.

A report on ground water basins in California, published by the State Department of Water Resources in 1980, indicates that most of the southern San Joaquin Valley, including Kings County, has been in an overdraft condition. Other studies of water resources in the south Valley, including one conducted for the San Joaquin Valley Agricultural Water Committee in the late 1970's, also indicate that there has been an overdraft of groundwater in the southern San Joaquin Valley.

Water Use Practices

Both surface water and ground water currently are utilized for beneficial purposes in Kings County. The urban communities with lands designated for development currently rely exclusively on ground water for their water supply. Ground water and surface water both are used for agricultural purposes. A discussion of the existing urban and agricultural water use practices is presented below.

Urban Uses

The incorporated and unincorporated communities in Valley portion of the County receive their water supply from the underlying ground water aquifers. While some of the wells that serve these communities penetrate through the Corcoran Clay, many of the wells terminate above it. Information pertaining to the water use in each of the communities is presented below.

Hanford

The City of Hanford provides water service to the Hanford urban area. The City currently pumps an average of approximately 8.0 million gallons per day (mgd), which is equivalent to 9,100 acre-feet per year. Based on a service population of approximately 37,000, the City-wide average per capita water use in Hanford is 220 gallons per day.

The City operates 17 wells, all of which penetrate through the Corcoran Clay and withdraw ground water from the deep confined aquifer. Five of these wells also draw water from the unconfined aquifer system above the clay layer. The static

water level in the wells currently is at a depth of approximately 160 feet. The water level in the wells has dropped about 10 feet over the past five to six years.

The groundwater provided by the City generally is high in hydrogen sulfide, which tends to be an aesthetic problem rather than a health and safety concern. With the exception of slightly elevated concentrations of arsenic in three wells, the City's water meets State Drinking Water Standards.

Corcoran

The City of Corcoran provides water service to the incorporated area of the Community, as well as the urban uses in the "fringe" area and the Corcoran State Prison. The City currently pumps an average of approximately 4.5 mgd, which is approximately equivalent to 4,900 acre-feet per year. A total population of 17,250 people is served by the system, including 5,700 inmates at the State Prison. The average system-wide per capita water use is 253 gallons per day.

The City operates four wells that terminate above the Corcoran Clay and withdraw ground water from the shallow unconfined aquifer system. The well casings are perforated for a distance of 200 feet below a depth of 250 feet. The static water level in the wells currently is at a depth of 140 feet. Since the end of 1992, the water levels have risen 60 feet. Water level depths for the years prior to 1992 were not available.

The groundwater pumped by the City tends to be high in hydrogen sulfide. In an attempt to neutralize the hydrogen sulfide, the water is treated with chlorine. The City's water meets State Drinking Water Standards.

Lemoore

The City of Lemoore provides water service to the Lemoore urban area. The City currently pumps an average of approximately 3.8 mgd, which is equivalent to 4,400 acre-feet per year. Based on a service population of approximately 15,800, the City-wide average per capita water use in the Lemoore is 250 gallons per day.

The source of the City's water is a well field located adjacent to the Kings River, six miles north of Lemoore. The well field consists of four wells that were constructed to depths of 360 feet, 460 feet, 560 feet, and 1,000 feet. The deepest well penetrates the Corcoran Clay and draws groundwater from the confined aquifer below the clay layer. The three shallower wells withdraw groundwater from the unconfined/semi-confined aquifer system above the Corcoran Clay. Approximately 40 percent of the City's groundwater is pumped from the confined aquifer

When the three shallow aquifer wells were constructed in the early 1970's, the static water level in the wells was at a depth of 80 feet and the water levels had changed very little prior to the late 1980's. However, during the past four to five years, the static water level has steadily dropped approximately 50 feet to the current depth of 130 feet. The static water level in the deep aquifer well has been fairly stable at a depth of 170 to 180 feet since the late 1980's.

The deep aquifer produces water that tends to have lower levels of hydrogen sulfide but higher concentrations of fluoride and more color than the shallow aquifers. The City's water always meets the State Drinking Water Standards. The City Water Department treats the water with chlorine gas to improve it's aesthetic properties, i.e. odor and taste.

Kettleman City

The Kettleman City Community Services District provides water service to the unincorporated community of Kettleman City. The District currently pumps an average of approximately 0.29 mgd, which is equivalent to 340 acre-feet per year. Based on a service population of approximately 1,500 people, the average per capita water use within the District is 214 gallons per day.

The source of the District's water is two wells that terminate above the Corcoran Clay at a depth of 480 feet. Ground water is withdrawn from the shallow unconfined aquifer system. The static water level in the wells currently is at a depth of 200 feet. Although the static water level has been fairly stable in the past few years, the pumped drawdown in the wells has increased significantly and the production of the wells has decreased.

Elevated traces of benzene have intermittently been detected in the groundwater pumped from one of the District's wells. At the direction of the State, this well currently is in-active. The City's groundwater tends to be high in hydrogen sulfide and colored by iron and manganese.

Armona

The Armona Community Services District provides water service to the unincorporated community of Armona. The District currently pumps an average of approximately 0.47 mgd, which is equivalent to 520 acre-feet per year. Based on a service population of approximately 3,100 people, the average per capita water use within the District is 152 gallons per day.

The District operates two wells that were constructed to a depth of 1,400 feet. These wells penetrate through the Corcoran Clay and withdraw ground water from the deep confined aquifer below a depth of 1,000 feet. The static water level in the wells currently is at a depth of approximately 185 feet. Since 1985, the static water levels have dropped 115 feet.

Although the groundwater pumped by the District tends to be high in hydrogen sulfide, the water currently meets State Drinking Water Standards.

Stratford

The Stratford Public Utility District provides water service to the unincorporated community of Stratford. The District currently pumps an average of approximately 0.15 mgd, which is equivalent to 175 acre-feet per year. Based on a service population

of approximately 720 people, the average per capita water use within the District is 218 gallons per day.

The District operates two wells that were constructed to a depth of nearly 600 feet. These wells terminate above the Corcoran Clay and withdraw ground water from the shallow unconfined aquifer system. The static water level in the wells currently is at a depth of approximately 150 feet. Between 1988 and 1992, the static water levels dropped 85 feet to a depth of 175 feet. Since the end of 1992, the water levels have risen approximately 25 feet.

The groundwater pumped by the District tends to be high in hydrogen sulfide, iron and manganese. The water is treated with chlorine gas to improve odor and color.

Avenal

Avenal receives its water supply from the California Aquaduct and does not use groundwater as a source.

In summary, the six communities that use groundwater identified above pump, on the average, a total of 17.3 mgd, which is equivalent to 19,300 acre-feet per year. Approximately 11,000 acre-feet is withdrawn from the deeper confined aquifer and 8,000 acre-feet is pumped from the shallower unconfined aquifer system. With the exception of the Armona wells, the static water levels in the wells that penetrate the Corcoran Clay and withdraw water from the confined aquifer have either dropped slightly or remained fairly stable during the past few years. The water levels in the Armona wells have dropped approximately 115 feet since 1985.

The water levels in the shallow aquifer wells in the northeast and eastern areas of the County generally dropped during the recent drought, with a maximum decline of 85 feet in Stratford. However, the water levels rose in many wells during the past year. The water levels in the Kettleman wells have been reasonably stable, although the production of the wells has decreased during the past few years. A summary of urban water use in Kings County is presented in Table No. 8.

Table No. 8
Urban Water Use

<u>Community</u>	<u>GW Pumped</u>	<u>Aquifer</u>	<u>Static W.L. (ft.)</u>	<u>Change in Static W.L. (ft.)</u>
Hanford	9,100	Confined	160'	-10'/1988-93
Corcoran	4,900	Unconfined	140'	+60'/1992-93 (1)
Lemoore	4,400	1 Confined	180	stable/1988-93(2)
		3 Unconfined	130	-50'/1988-93
Kettleman	340	unconfined	200	stable
Armona	520	confined	185	-115/1985-93
Stratford	170	unconfined	150	-85/1988-92,+25/1992-93
TOTAL:	19,330 ac-ft/yr			

1. Water levels prior to 1992 not available.
2. Forty percent of groundwater obtained from confined aquifer.

It should be noted that all of the groundwater that is extracted from the aquifer systems for urban uses in the County is not totally "consumed" or lost from the County-wide water budget. On an annual basis, approximately one-half of the groundwater pumped for urban uses ultimately is discharged from wastewater treatment plants and either retained in evaporation/percolation ponds or used to irrigate crop lands. Most of the pumped ground water that does not enter the wastewater collection systems is used to irrigate landscaping, which results in evapo-transpiration losses and some degree of surface runoff.

The practice of retaining treated effluent in basins effectively provides a source of recharge water for the underlying shallow unconfined aquifer system. In addition, the unconsumed portion of the effluent that is used to irrigate crop land also replenishes the shallow aquifer. However, very little of this percolating effluent is expected pass through the Corcoran Clay and reach the confined aquifer.

Agricultural Uses

There are an estimated 550,000 acres of irrigated agricultural land in Kings County. Much of the land is irrigated with surface water and ground water in a conjunctive manner. However, surface water cannot physically be delivered to some areas due to the lack of conveyance facilities and the farmers in these areas must rely exclusively on groundwater to irrigate their crops.

Farmers that can receive surface water deliveries generally use surface water to the maximum extent possible due to the marginal quality of groundwater in some areas or to conserve ground water supplies and minimize their pumping costs. Groundwater typically is used when surface water supplies can not fully satisfy the water demand of irrigated crops. In most years, groundwater is needed to augment the surface water supplies, while in "wet" years, little groundwater, if any, may be needed to supplement surface water deliveries.

Surface water is delivered to a number of public water management districts and private water companies in the County. The largest of these entities are the Tulare Lake Basin Water Storage District (TLBWSD) and the Kings County Water District (KCWD). TLBWSD, which encompasses nearly 200,000 acres of irrigated land in the east-central part of the County, currently receives most of the SWP Aqueduct water that is delivered to Kings County.

KCWD contains approximately 130,000 acres of irrigated land in northeast Kings County. With water rights on the Kaweah and Kings Rivers and an intermittent supply of Friant-Kern Canal water, the District provides surface water to private irrigation companies and, when surplus water is available, operates a groundwater recharge program.

Other large water management entities in the County include the Corcoran Irrigation District, with 43,000 acres of irrigated land on the east side of the County, and the Lemoore Canal & Irrigation Company, with 53,000 acres of irrigated land in the north-northeast part of the County. The Westlands Water District, which

encompasses nearly 600,000 acres of land on the west side of the Valley that is irrigated largely with imported Federal water from the California Aqueduct, includes approximately 75,000 acres of irrigated land in the west-central part of Kings County.

In a 1991 preliminary analysis of water use in Kings County, Summers Engineering estimated that, on the average, 963,000 acre-feet per year of surface water is delivered to Kings County. The Kings River and other local sources contribute an average of 600,000 acre-feet, while the State Water Project provides 183,000 acre-feet and the Federal portion of the Aqueduct supplies 180,000 acre-feet. Most of the SWP water is delivered to TLBWSD, while all of the Federal water from the Aqueduct is delivered to Westlands Water District.

Based on 550,000 acres of irrigated land with an annual water demand of 2.5 acre-feet per acre, Summers estimated that the total demand for agricultural water in Kings County was 1.4 million acre-feet per year. Therefore, under average conditions, an annual irrigation water deficit of 437,000 acre-feet occurs in Kings County. The Summers analysis presumed that this deficiency would be fulfilled with groundwater. However, it should be noted that as an alternative to pumping groundwater, farmers may choose to take land out of production or apply less than the full irrigation requirement.

The Summers analysis also indicated that in 1991, near the peak of the recent drought, only 205,000 acre-feet of surface water was delivered to Kings County. This supply consisted of 160,000 acre-feet from local rivers and 45,000 acre-feet of water from the Federal portion of the Aqueduct. No State water from the California Aqueduct was delivered. The surface water deficit for 1991 was estimated to be approximately 1,200,000 acre-feet.

As mentioned earlier, groundwater that is used for irrigation is obtained largely from wells in the east and northeast areas of the County. While most of these wells withdraw groundwater from the shallow unconfined aquifer system, it appears that there is a recent trend toward drilling new wells through the Corcoran Clay and pumping from the confined aquifer, particularly for high production wells. The deeper wells typically are expected to provide a more reliable ground water supply than shallower wells and have reasonably stable water levels during extended drought periods.

Summary

The combined demand for urban and agricultural water in the Valley portion of the County is estimated to be 1,420,000 acre-feet per year under average conditions. Urban uses account for 20,000 acre-feet, or less than two percent, of the total demand.

An average of 963,000 acre-feet of surface water is delivered annually to the County for the irrigation of 550,000 acres of crop land. Because this crop land has an estimated annual irrigation water demand of 1,400,000 acre-feet, it is assumed that farmers supplement their surface water deliveries (to satisfy the water demand of

the crops) by pumping an average of 437,000 acre-feet of groundwater per year. All of the urban water demand is satisfied with groundwater.

Therefore, on the average, an estimated total of 457,000 acre-feet of groundwater is pumped per year in the County, with urban withdrawals representing approximately four percent of the total. However, if farmers choose to take land out of production or apply less than a full irrigation requirement, the amount of groundwater that is pumped would be reduced.

4.022 Environmental Impacts

The development of vacant lands with the proposed residential, commercial, and industrial land uses will result in a potentially significant increase in the demand for urban water within the County. Based on a community-wide per capita water demand of 220 gpd, which appears to be representative of the current urban water use patterns in the County, the additional water demand that will result from the development of the proposed land uses was computed. Assuming full development, the proposed uses will have an average water demand of 4.9 mgd or nearly 5,500 acre-feet per year (see Table No. 9).

This new demand represents a 29 percent increase in the current urban water demand in the County. The total future urban water demand, which is the sum of the existing urban water demand and the projected water demand of the proposed land uses, will be 24,920 acre-feet per year.

Table No. 9
Projected Water Demand for Proposed Land Uses
(assuming full development)

<u>Community</u>	<u>Maximum Population Increase</u>	<u>Water Demand</u>		<u>Current Usage</u>	<u>Future Community-wide Water Demand(1)</u>
		<u>(mgd)</u>	<u>(ac-ft/yr)</u>	<u>(ac-ft/yr)</u>	<u>(ac-ft/yr)</u>
Hanford	6,071	1.34	1,500	9,100	10,600
Corcoran	3,063	0.67	750	4,900	5,650
Lemoore	3,427	0.75	840	4,400	5,240
Kettleman	2,733	0.60	670	340	1,010
Armona	5,142	1.13	1,270	520	1,790
Stratford	<u>1,879</u>	<u>0.41</u>	<u>460</u>	<u>170</u>	<u>630</u>
Total:	22,315	4.90	5,490	19,430	24,920

1. Existing water demand plus projected water demand of the proposed land uses.

When fully developed, the proposed land uses will occupy approximately 3,300 acres. It is assumed that approximately 67 percent of this land, or 2,200 acres, currently is irrigated crop land that will be taken out of agricultural production. Based on an annual crop water demand of 2.5 acre-feet per acre, the 2,200 acres of irrigated crop land would have an annual water demand of 5,500 acre-feet. Therefore, the annual irrigation water demand of the land that will be developed with the proposed land uses is comparable to the projected annual urban water demand of the land after it is developed.

Although the agricultural and urban water demands may be similar, the water sources may be different. It is assumed that the urban water will be pumped from wells while the crops could be irrigated with either surface water or ground water. In the fringe areas of Hanford, Lemoore and Corcoran, it may particularly true that the land designated for development could be irrigated with surface water when a supply is available.

Another factor in the analysis of the ground water impacts of the project is the source of the urban and agricultural ground water. If, for example, the urban wells pump ground water from the deeper aquifer and the agricultural wells (that serve the land designated for development) pump from the shallower aquifer system, the project could result in a net increase in pumping from the deeper aquifer and a net decrease in pumping from the shallower system.

It is expected that the development of the land designated for urban uses will result in a greater use of groundwater than the current irrigation practices on that same land. However, the significance of this impact is reduced if the surface water that historically has been used to irrigate the lands designated for development is used to irrigate other crop lands that currently are irrigated to some extent with ground water. Such an application of the "displaced" surface water could reduce the expected net increase in groundwater pumping. This would be particularly beneficial if the urban wells pump from the same aquifer system as the agricultural wells (that serve the land that would receive the "displaced" surface water).

From a County-wide perspective, the amount of ground water that would be needed to serve the lands designated for development is very small relative to the amount of ground water that is used to irrigate crop lands. The 5,500 acre-feet per year demand of the proposed land uses is slightly more than one-percent of the estimated 437,000 acre-feet of ground water that, on the average, is pumped annually to irrigate crop land in the County.

Based on its relatively small water demand, the project is not expected to exacerbate the overdraft conditions that are reported to exist in Kings County and much of the southern Valley.

It should also be noted that ground water pumped to serve urban uses is not a total loss to the County-wide water "budget". Approximately one-half of the water

consumed by each community ultimately is treated at a wastewater treatment plant and disposed of by either storing it in evaporation/percolation basins or using it to irrigate crop land. The development of the proposed land uses will result in a increase in the amount of wastewater treatment plant effluent that is "reintroduced" into the County-wide water "budget". If it is assumed that fifty percent of the water demand for each community ultimately is discharged from a treatment plant, the proposed land uses will add a total of 2,750 acre-feet per year to the effluent streams that are discharged from the plants.

With regard to the ability of the water service purveyors to serve the lands designated for urban development, it appears that the existing water systems generally can be expanded, as needed, with new wells and distribution lines to serve the proposed land uses.

4.023 Mitigation Measures

It is recommended that the following specific measures are implemented:

1. Water system master plans should be prepared for the communities that currently do not have one. These master plans should identify the improvements that are needed to serve the proposed land uses.

The master plans should identify the cost of the recommended improvements and alternatives for funding the improvements. The master plans should be updated periodically as development occurs.

2. Water meters should be required for all new development.

3. The water depths in existing and future wells serving the communities should be monitored on a regular basis in order to determine if increased groundwater demands are effecting the producing aquifers. A sustained trend of declining water levels may indicate that a long-term ground water overdraft condition exists. In the event that such a condition does occur, it may be necessary to implement water conservation programs or, for a more severe condition, prohibit or severely restrict additional development.

4. In the event that the quality or quantity of the groundwater used by the communities begins to deteriorate, the communities should examine the feasibility of obtaining a long-term contract for surface water from the California Aqueduct.

5. Kings County should support the establishment of a county-wide program to monitor groundwater depths in wells that pump from the confined aquifer and wells that pump from the unconfined aquifer system on a regular basis.

4.024 Residual Impact

The potential impacts of the project can be reduced to a level of insignificance with the implementation of the recommended mitigation measures.

RESOURCES

The Kings County General Plan can potentially have an adverse impact on the resources of the planning area, including biotic and agricultural.

4.03 AGRICULTURAL RESOURCES

Agricultural land is a renewable natural resource. Consumption of this resource is considered to be an irreversible environmental impact. Conversion of prime agricultural land to non-agricultural uses or impairment of its productivity is considered a significant environmental impact by the California Environmental Quality Act (CEQA), as amended.

The California Department of Resource Conservation defines "prime" farmland as land having the best combination of soil quality, growing season, and water quality. Within the planning area, prime farmland would be those lands having soils with a soil capability class of I or II, a Storie Index greater than 85, and a permanent source of irrigation water. "Unique" farmland has special combinations of soil quality, location, growing season and water supply needed to produce specific high value crops.

A recent report released by the State Department of Conservation, which was a five-county study that included Stanislaus, Merced, Madera, Fresno, and Kings counties, indicated that between the years 1984 to 1988, Kings County lost 8,632 acres to urbanization. Conversations with Kings County officials implied that the Department's figures were incorrect and that the urbanization figure was closer to 3500 acres, Avenal prison, 650 acres; Coalinga prison, 900 acres; Hanford, 1000 acres; Lemoore, 500 acres; and miscellaneous conversions, 500 acres.

The Department of Conservation's report also indicated that 4,113 acres in Kings County reverted to a "not actively farmed" status. These uses included rural ranchettes, dairy improvements, and other non-farm uses.

On a regional scale, the American Farmland Trust has estimated that from 1975 to 1989 urbanization has claimed 1000 to 3600 acres per year in the ten-county Central Valley. By 2010, the Trust estimates that another 360,000 will become urbanized.

4.031 Existing Conditions

See the Kings County General Plan, Resource Conservation Element, for additional information on agricultural resources in the planning area.

In 1992, Kings County had a total of 624,113 acres under agricultural production. The gross value of agricultural commodities that were produced in 1992 was \$775,857,000, up five percent from the previous year. Forty-six percent of these receipts were derived from field crops - cotton, safflower, and alfalfa. The top five income producing agriculture industries in 1992 were Alcala cotton lint, \$228

million; milk, \$182 million; cows/calves, \$65 million; Acala cotton seed, 40 million; and Pima cotton lint, 22 million.

Most of the land in the County that is under agricultural production falls into one of nine soil map units (see Exhibit No. 1). Each unit has different physical, chemical, topographical, geological and biological characteristics. Some units have features which allow a wide range of agricultural crops. Others, because of certain limitations like high salt content, are very limited in terms of crop types they can support. A general description of each soil unit, its agricultural properties, and its potential for urbanization under the Kings County General Plan, is outlined below.

Wasco-Panoche-Westhaven - This soil unit is located immediately east of the California Aqueduct. These soils are very deep and well-drained. A typical profile is loan to sandy loam to a depth of 60 inches. Soil classification ranges from class I to class II. The General Plan designates this entire soil unit for general agriculture, minimum parcel size 20 to 160 acres.

Lethent - This soil unit is located west of the Kings River and north of State Highway 41. Most of the Lemoore Naval Air Station is situated on this soil. This soil is very deep and well drained. This soil is formed from alluvium laid down by the Kings River. Lethent soils are saline-alkali and have very slow permeability. This soil has a class III agricultural rating. The General Plan designates this soil area for general agriculture, minimum parcel size 20 to 160 acres.

Lethent-Garces-Panoche - This soil unit is located east of the California Aqueduct and just north of the south boundary line of the county. This soil is very deep, has a slow permeability rate, and is saline-alkali affected. This soil unit has a agricultural rating that ranges from class I to class III. The General Plan designates this soil area for general agriculture, minimum parcel size 20 to 160 acres.

Lethent-Excelsior - This soil unit is located near the southeast corner of Kings County. This soil is very deep, has a slow permeability rate, and is saline-alkali affected. This soil unit has a agricultural rating that ranges from class II to class III. The General Plan designates this soil area for general agriculture, minimum parcel size 20 to 160 acres.

Gepford-Westcamp-Houser - This soil unit is located on the south end of the Tulare Lake basin. This soil unit is very deep, poorly drained, and are saline-alkali affected. This soil unit has a class III agricultural rating. The General Plan designates this soil area for general agriculture, minimum parcel size 20 to 160 acres.

Tulare - This soil occupies the Tulare Lake basin. This soil is very deep, poorly drained and affected by saline-alkali conditions. It has a class III agricultural rating. The General Plan designates this soil area for general agriculture, minimum parcel size 20 to 160 acres.

Armona-Lakeside-Grangeville - This soil unit occupies land north and east of the Tulare Lake basin. It encompasses the city of Corcoran, the southwestern portion of Lemoore and the unincorporated community of Statford. This soil is very deep,

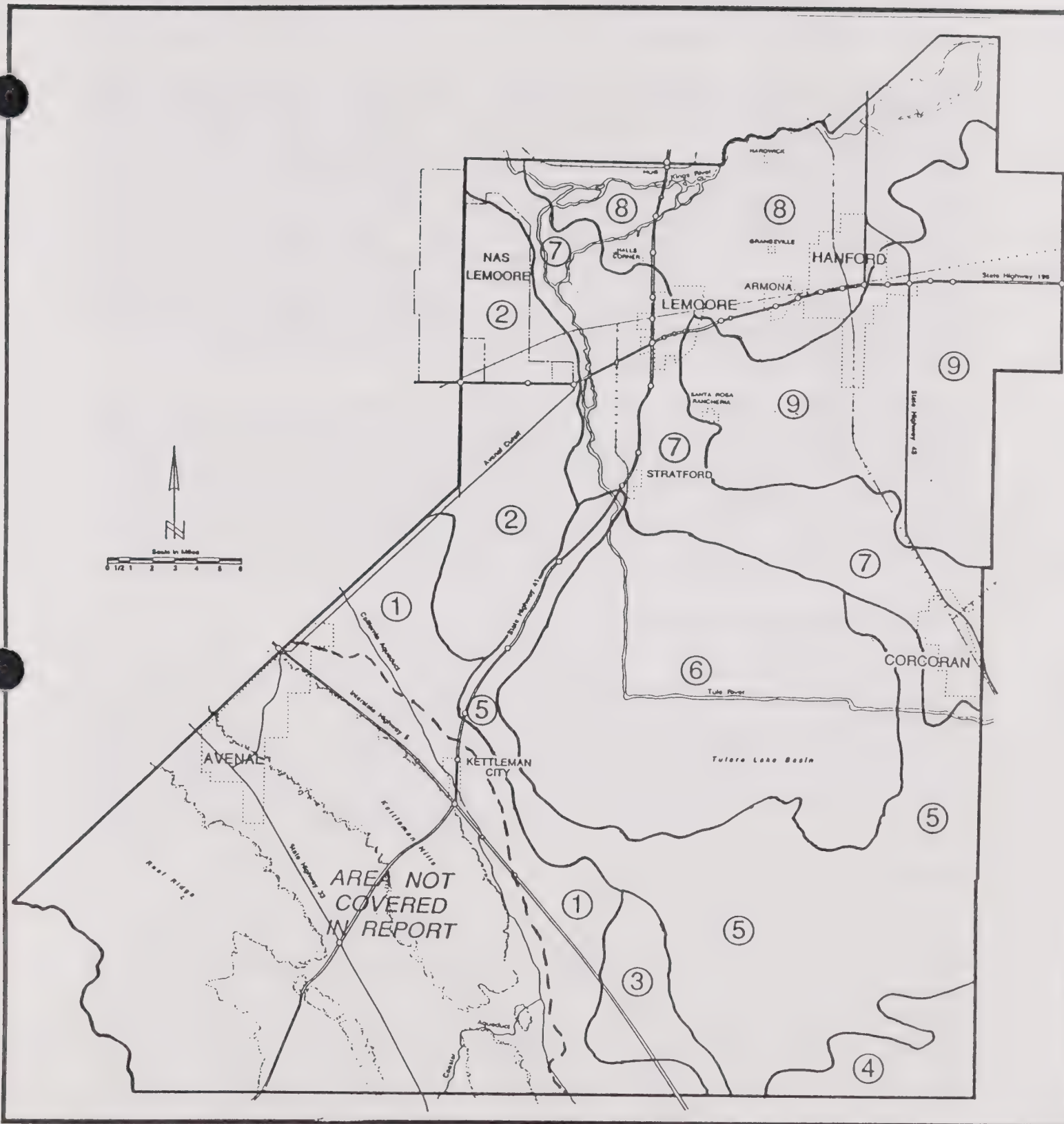


EXHIBIT 1

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SOILS

- | | |
|---------------------------|-------------------------------|
| 1 Wasco-Panoche-Westhaven | 6 Tulare |
| 2 Lethent | 7 Armona-Lakeside-Grangeville |
| 3 Lethent-Garces-Panoche | 8 Nord |
| 4 Lethent-Excelsior | 9 Kimberlina-Garces |
| 5 Gepford-Westcamp-Houser | |

poorly drained and affected by saline-alkali conditions. This soil unit has a agricultural rating that ranges from class II to class III. The General Plan designates this soil area for residential, commercial, industrial, limited agriculture, 20 acre minimum, and general agriculture, minimum parcel size 20 to 160 acres.

Nord - This soil encompasses land along the Kings River that is generally north of State Highway 198 and west of the county line. This soil is very deep and well-drained. It is affected by a saline-alkaline condition. It has a class II agricultural rating. It encompasses significant portions of Hanford and Lemoore and all of the unincorporated community of Armona. The General Plan designates this soil area for residential, commercial, industrial, limited agriculture, 20 acre minimum, and general agriculture, minimum parcel size 20 to 160 acres.

Kimberline-Garces - This soil occupies land along State Highway 43 that is located south of State Highway 198 and east of State Highway 41. It encompasses the southeast quadrants of Hanford and Lemoore. This soil unit is very deep and well-drained. This soil unit has a agricultural rating that ranges from class II to class III. The General Plan designates this soil area for residential, commercial, industrial, limited agriculture, 20 acre minimum, and general agriculture, minimum parcel size 20 to 160 acres.

4.032 Environmental Impacts

By the year 2005, the General Plan shows that 3333 acres of land in the planning area could developed, assuming total buildout. Much of this land is, or has been, under agricultural production. This acreage figure represents less than one half of one percent of the land that was farmed in Kings County in 1992. By including the land that could be developed within the city limits of Hanford, Avenal, Corcoran and Lemoore during the planning period, the cumulative loss of agricultural land could double to about 6700 acres, or about one percent of the farmland under production in 1992. Urbanization of farmland is considered a significant, unavoidable environmental impact under CEQA.

A secondary effect of developing 3333 acres is land use conflicts. Encroachment of urban uses into an area that is under agricultural production can prevent farmers from carrying out many of their normal farming practices (e.g. pesticide application). Farming practices which generate large amounts of dust, high levels of noise, or offensive odors may have to be reduced or curtailed due to complaints lodged by adjacent residents. Further, State requirements restrict application of chemicals to the field when persons live in close proximity. In addition, farming operations can also experience vandalism, theft and nuisance activities from neighboring residents.

Urbanization of agricultural land can also have an economic impact on the local economy because land taken out of production reduces the amount of money that flows into the local economy from agriculture. The report Risks, Challenges and Opportunities: Agriculture, Resources and Growth in a Changing Central Valley, prepared by the American Farmland Trust, indicated that for every one dollar of

farm sales four dollars of farm-related economic activity occurred. For example, removal of 3333 acres of field crops from production could lead to the loss of between two and three million dollars to the local economy. With a multiplier factor of four, these figures would increase to 8 to 12 million dollars. This example is based on the field crop being cotton, a yield of 1000 to 1300 pounds per acre and a price of \$.70 per pound.

4.033 Mitigation Measures and Monitoring

The Resource Conservation Element proposes a number of policies that will reduce the impact of the General Plan on agricultural lands. However, these policies will not reduce the project's impact on agricultural lands to an "insignificant" level.

Conversion of prime agricultural land to non-agricultural uses must be considered a significant, unavoidable impact. The only means of avoiding this impact would be to prohibit or reduce the rate at which land is being removed from agricultural production. This option is discussed in the Alternatives to the Proposed Action section of this report. This section also includes a recommendation to increase residential densities in each unincorporated community to avoid developing agricultural land on the fringe of each community. Adoption of this alternative plan would greatly reduce the General Plan's impact on agriculture.

Mitigation measures that will reduce but not eliminate the impact of land being removed from agricultural production and the means of monitoring these measures are listed below.

1. Enact a Right to Farm Ordinance. This action would protect the rights of farmers who wish to continue to farm but are concerned about pressures from encroaching urban uses. A Right to Farm Ordinance should be adopted by the Kings County Board of Supervisors. The Kings County Farm Bureau would be an excellent organization to coordinate the processing of this ordinance.

Mitigation Monitoring - The executive officer of the county should meet with the Kings County Farm Bureau to discuss the opportunity of that organization sponsoring a Right to Farm Ordinance.

2. Buffer intensive agricultural uses from urban uses with the limited agricultural designation.

Mitigation Monitoring - The Planning Director shall consider this separation as a factor in his/her recommendation on future General Plan amendments.

3. Where possible, separate urban uses from agricultural uses by topographic or man-made features, including roads and freeways, canals and ditches, railroads, and certain types of land uses, such as golf courses, a waste water treatment plant and parks. This spatial separation reduces the potential for conflict between urban and agricultural uses.

Mitigation Monitoring - The Planning Director shall consider topographic

separation as a factor in his/her recommendation on future General Plan amendments.

4.034 Residual Impact

The adoption of the above mitigation measures will not reduce the project's impact on agricultural resources to an "insignificant "level. Therefore, the General Plan will have a significant, unavoidable impact on agricultural resources in the Kings County planning area.

4.04 BIOTIC RESOURCES

Biotic resources are considered to be a renewable natural resource. Consumption of this resource is considered to be an irreversible environmental impact. Should certain species of plant or animals become extinct or have their numbers so reduced that they can not effectively increase their populations, the resource then becomes a nonrenewable resource.

4.041 Existing Conditions

Robert B. Hansen, Hansen's Biological Consulting, has prepared a Biological Resources Survey for the Conservation Element of the Kings County General Plan. This document identified and described plant communities existing in Kings County and provided an overview of special status species, which included federal and state endangered, threatened and candidate plant and animal species. Furthermore, this Survey also surveyed the literature and completed a preliminary field assessment to determine if special status species exist in Kings County. The location of natural plant communities and primary habitat areas for special status species are delineated in Exhibits 2 and 3. This Survey is included in its entirety in the General Plan by reference; a summary of its contents appears in General Plan, Appendix 3.

The Hansen Survey concluded that approximately 220,000 of the county's 893,000 acres exists as uncultivated native plant communities. These plant communities fall into nine different categories. They are classified according to Holland's Terrestrial Natural Communities of California (1986), the Natural Vegetation of California map (1987) by Kuchler and the habitat characterizations used in the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California (1988). These plant communities are: Valley and Foothill Grassland, Blue Oak-Foothill Pine Woodland, Chaparral, Interior Coast Range Saltbush Scrub; Riparian Forest, Woodland and Shrub; Valley Sink Scrub, Valley Saltbush Scrub, Valley Freshwater Marsh, and Northern Claypan Vernal Pool. An in depth description of each community and its associated plants is provided in the Hansen Survey.

The Hansen Survey identified 67 special status species in Kings County. Species that are commonly recognized include the blunt-nosed leopard lizard, California condor, American peregrine falcon, and San Joaquin kit fox. Information on each specie is contained in the Hansen Survey, including common name, scientific name, status, and habitat affinity. Species that have an endangered, threatened or candidate status as determined by the U.S. Fish and Wildlife Service or California Department of Fish and Game are listed as follows:

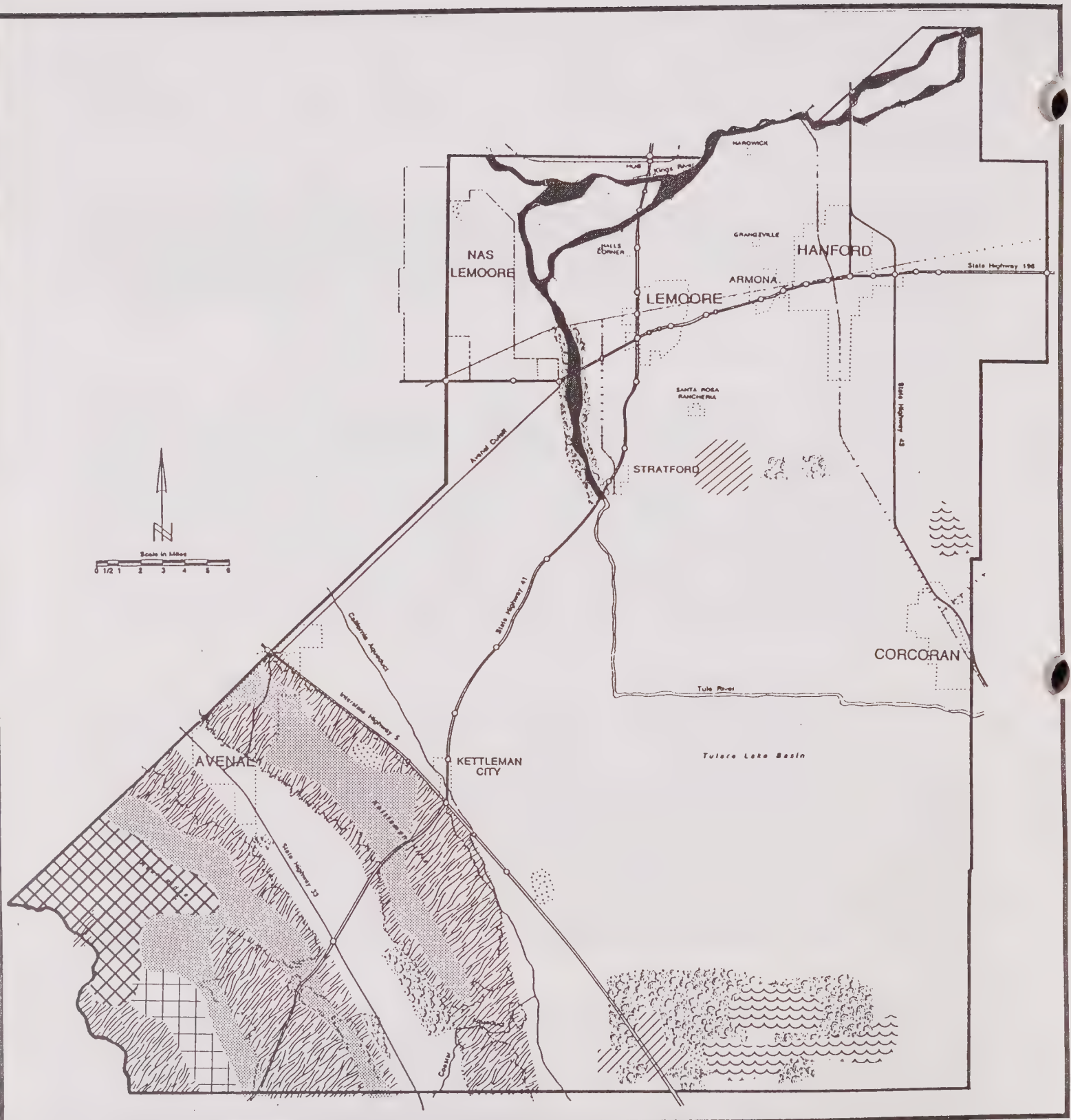


EXHIBIT 2

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PLANT COMMUNITIES

	Valley and Foothill Grassland		Natural Lands - Valley (mostly Valley & Foothill grasslands: includes low intensity ag/grazing & other natural communities not identified) California Energy Commis.
	Natural Lands - Steep (Mostly valley & foothill grassland and interior coast range saltbush scrub)		Intermittent Flood Areas (including freshwater marsh)
	Valley Saltbush Scrub		Blue Oak-Digger Pine Forest
	Valley Sink Scrub		Chaparral
	Riparian Forest, Woodland and scrub		

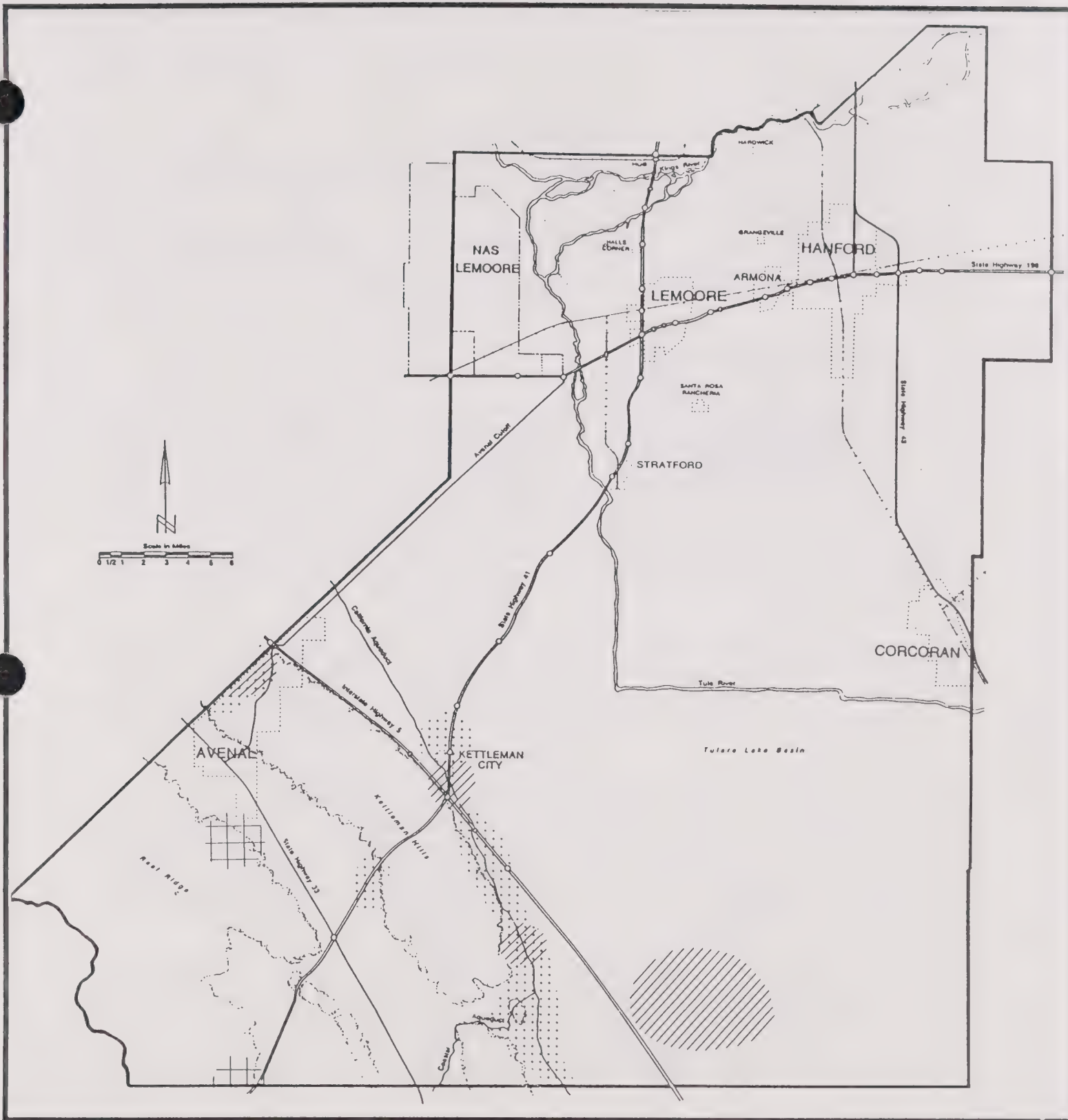


EXHIBIT 3

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PRIMARY HABITAT for LISTED SPECIES



CALIFORNIA
JEWELFLOWER
(*Calulanthus californicus*)



SAN JOAQUIN
WOOLY THREADS
(*Lemertia congonii*)



HOOVER'S WOOLY
STAR (*Eriastrum hooveri*)

Special Status Species

Invertebrates - Valley Elderberry Longhorn Beetle

Reptiles - Blunt-nosed Leopard Lizard, Giant Garter Snake

Birds - California Condor, Swainson's Hawk, American Peregrine Falcon, Least Bell's Vireo, Tricolor Blackbird

Mammals - Giant Kangaroo Rat, Fresno Kangaroo Rat, Tipton Kangaroo Rat, San Joaquin Kit Fox

Plants - California Jewel Flower, San Joaquin Woolly-threads

4.042 Environmental Impacts

Certain lands designated for urban development under the Kings County General Plan exist as a native plant community. Some of these native lands currently harbor, or could potentially harbor, special status species. The balance of the planning area is not designated for urban uses but for limited and general agriculture. The portion of the planning area designated for agricultural uses encompasses all nine native plant communities and most of the 67 special status species. Both urban and agricultural land use designations can lead to the disruption or elimination of native plant communities and the special status species they support.

Urbanization adversely affects biotic resources by replacing the native plant community with pavement, structures, and infrastructure. In addition, urbanization that is adjacent to these communities can discourage certain animal species from frequenting the area because of noise, introduction of dogs and cats, or hunting pressures.

Conversion of native plant communities to urban uses is generally a discretionary action. In other words, the Planning Commission or Board of Supervisors has the discretion of approving or denying a request for an urban use that would eliminate land that is in a native state. Discretionary land use decisions provide the opportunity to incorporate mitigation measures as conditions of approval. These opportunities for mitigation are provided below.

Agriculture can adversely affect biotic resources by replacing a native plant community with crops, livestock operations or agricultural facilities. It can also disturb or eliminate biotic resources by diverting water courses, which certain communities and species depend upon; by introducing certain pesticides or herbicides into the food chain; or by contaminating waters with harmful salts, metals, and other chemicals.

4.043 Mitigation Measures and Monitoring

The environmentally constrained alternative land use plan proposes to avoid developing portions of native plant communities found around Kettleman City. This alternative plan seeks to discourage urbanization of lands around Kettleman City that contain native plant communities. This measure is discussed in the

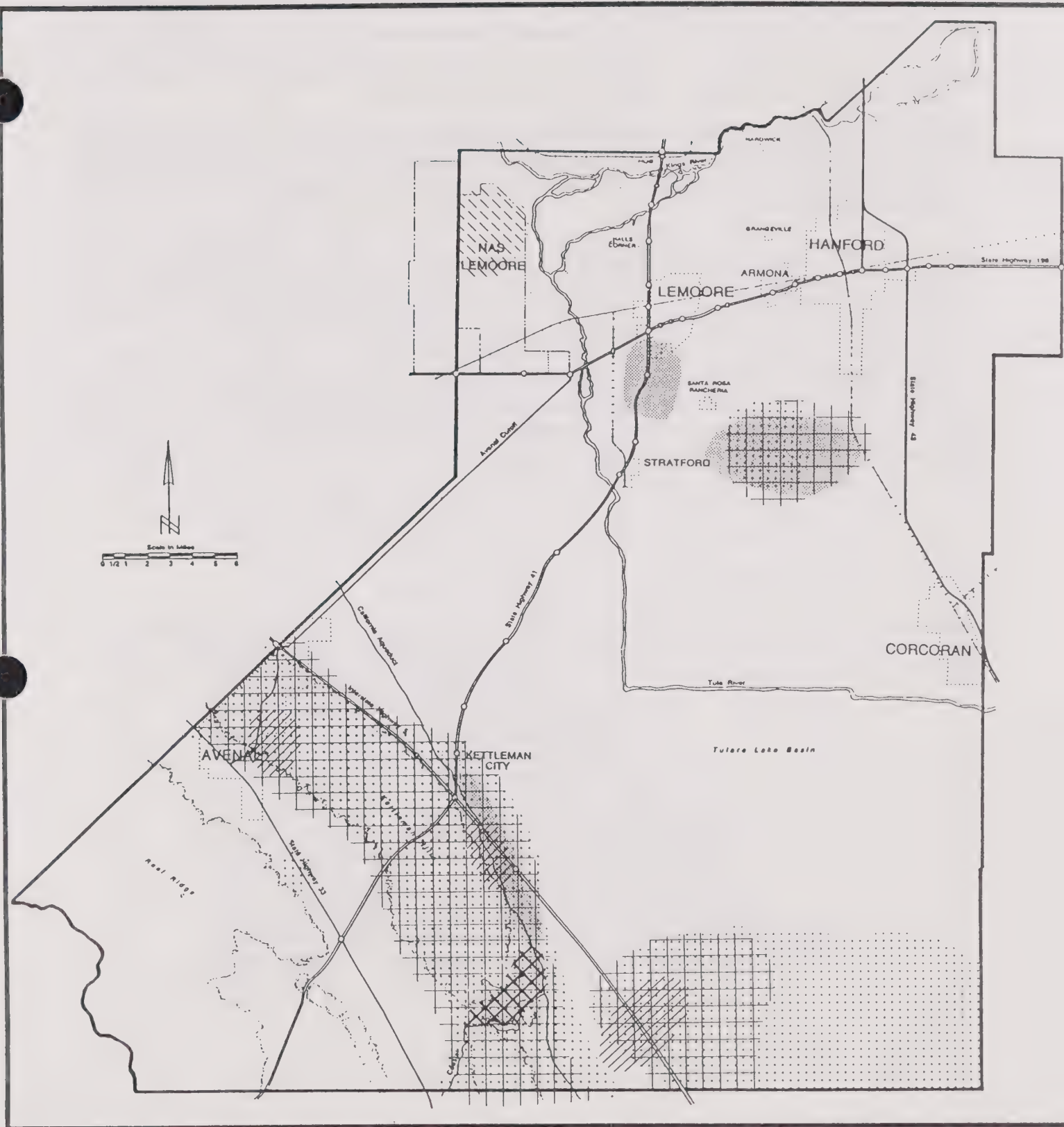


EXHIBIT 4

1993 Kings County General Plan
Environmental Impact Report

Collins & Associates
PLANNING CONSULTANTS

PRIMARY HABITAT for LISTED SPECIES

	Blunt-Nosed Leopard Lizard		Giant Kangaroo Rat
	San Joaquin Antelope Squirrel		Fresno Kangaroo Rat
	San Joaquin Kit Fox		Tipton Kangaroo Rat

Alternatives to the Proposed Action section of this report.

The General Plan, Resource Conservation Element, contains numerous policies that insure the conservation of biotic resources in Kings County. These policies along with the mitigation measures listed below will minimize the General Plan's impact on biotic resources.

1. The Kings County Board of Supervisors should consider the preparation of a Habitat Conservation Plan (HCP). This Plan will provide for a mechanism whereby plant communities and special status species can be preserved while also providing for incidental take permits from the U.S. Fish and Wildlife Service.
2. Amend the Kings County Zoning Ordinance to provide for a biotic density bonus. Property owners that dedicate lands that are in a native state for preservation would be awarded a density bonus for the number of residential units that they could place on the remaining portion of their property.
3. The Planning Department should require biological assessments on all discretionary planning permits that involve native plant communities.

4.044 Residual Impacts

Adoption of the environmentally constrained alternative land use plan along with the above listed mitigation measures will reduce the General Plan's impact on biotic resources to an insignificant level.

HUMAN ENVIRONMENT

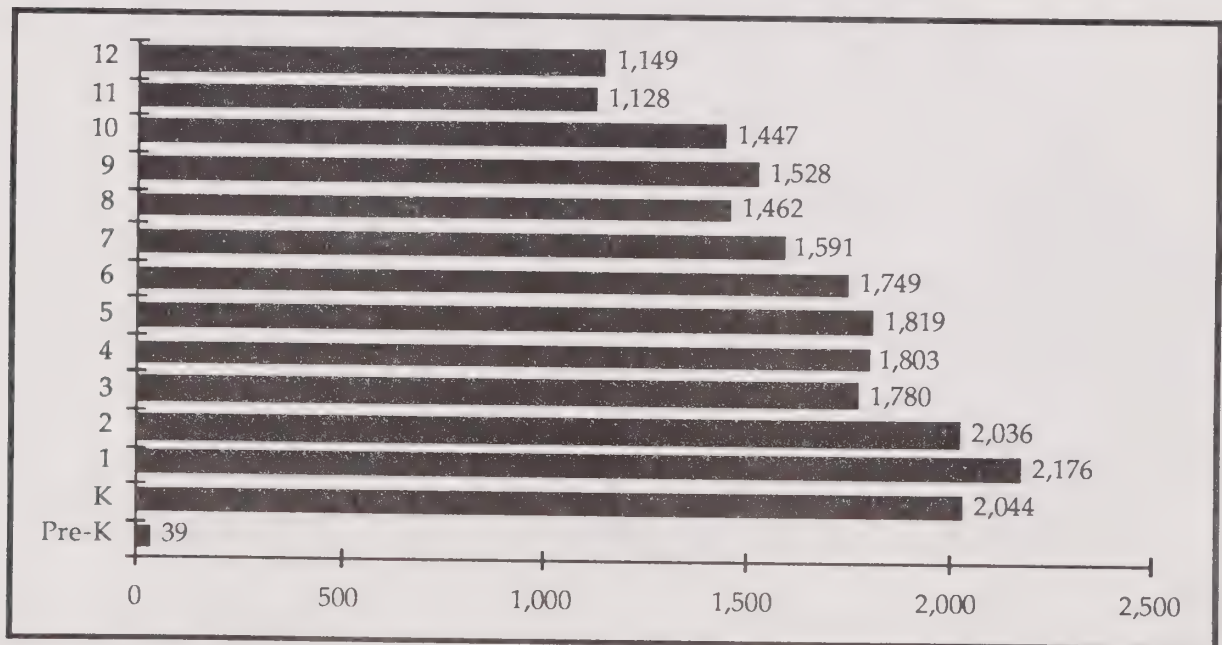
Impacts in this section of the draft environmental impact report describe the General Plan's potential impact on the human environment, such as services, infrastructure, and land use.

4.05 SCHOOLS

4.051 Existing Conditions

Student enrollment for all public schools in Kings County for the Fall of 1992 is shown in Table No. 10. The County is served by fourteen districts operating 39 schools, including 31 elementary/middle schools, four high schools and four continuation high schools (see Table 11 and Exhibit 5). In addition, the Kings County Office of Education operates a special education program catering to students countywide. Existing conditions for individual districts are discussed in the following section.

Table No. 10
1992 Student Enrollment - Kings County



Source: Kings County Office of Education, 1993.

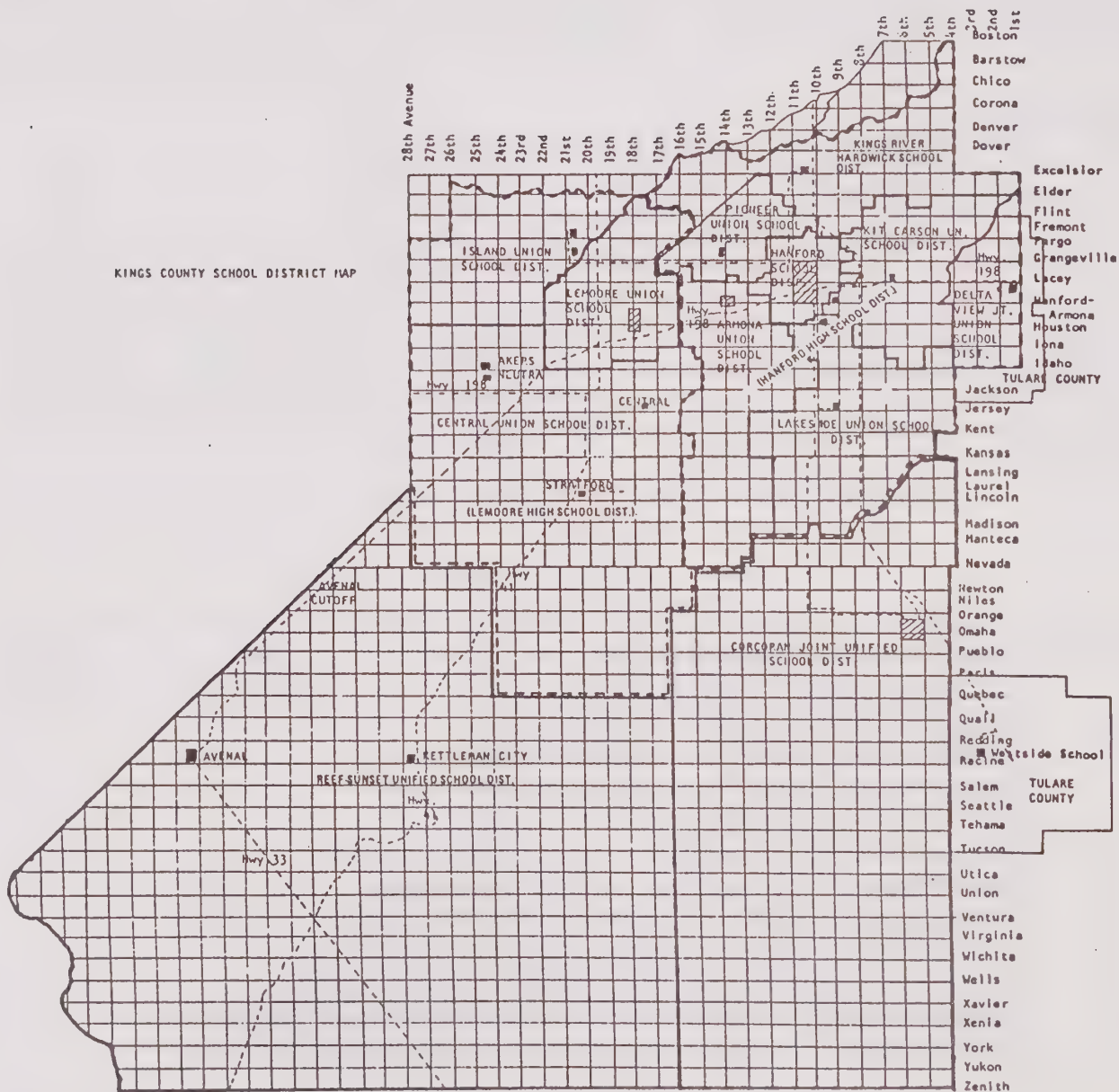


EXHIBIT 5

SCHOOL DISTRICTS OF KINGS COUNTY

1993 Kings County General Plan
Environmental Impact Report

Collins & Associates
PLANNING CONSULTANTS

Table 11. School Enrollment - Kings County

School District	GRADES	FALL	FALL	FALL	Percent change	Percent change
School	TAUGHT	1992	1991	1990	1991-1992	1990-1991
<u>Armona Union Elementary</u>						
Armona Elementary	K-4	581	554	575	4.9%	-3.7%
Parkview Middle	5-8	422	399	388	5.8%	2.8%
<u>Central Union Elementary</u>						
Akers Elementary	1-3/6-8	743	717	680	3.6%	5.4%
Neutra Elementary	K-5	779	732	713	6.4%	2.7%
Central Elementary	K-8	302	312	297	-3.2%	5.1%
Stratford Elementary	K-8		239	255	NA	-6.3%
<u>Corcoran Joint Unified</u>						
Bret Harte Elementary	K-1	580	545	538	6.4%	1.3%
Fremont Elementary	2-3	524	525	576	-0.2%	-8.9%
Mark Twain Elementary	4-5	575	583	514	-1.4%	13.4%
John Muir Middle	6-8	727	671	629	8.3%	6.7%
Corcoran High	9-12	720	695	637	3.6%	9.1%
Kings Lake High (Cont.)	9-12	268	27	27	892.6%	0.0%
<u>Delta View Joint Union Elementary</u>						
Delta View Elementary	K-6	98	91	86	7.7%	5.8%
<u>Hanford Elementary</u>						
Roosevelt Elementary	K-6	638	586	595	8.9%	-1.5%
Washington Elementary	K-6	731	679	596	7.7%	13.9%
Wilson Elementary	7-8	921	889	928	3.6%	-4.2%
Jefferson Elementary	4-6	587	593	558	-1.0%	6.3%
Lincoln Elementary	K-3	748	710	672	5.4%	5.7%
Monroe Elementary	K-6	700	747	719	-6.3%	3.9%
Richmond Elementary	K-6	544	540	539	0.7%	0.2%
<u>Hanford Joint Union High</u>						
Hanford High	9-12	2585	2391	2256	8.1%	6.0%
Johnson High (Cont.)	9-12	94	111	111	-15.3%	0.0%
<u>Island Union Elementary</u>						
Island Elementary	K-8	265	230	224	15.2%	2.7%
<u>Kings River-Hardwick Union Elementary</u>						
Kings River-Hardwick Elementary	K-8	350	291	285	20.3%	2.1%
<u>Kit Carson Union Elementary</u>						
Kit Carson Elementary	K-8	422	403	395	4.7%	2.0%
<u>Lakeside Union Elementary</u>						
Gardenside Elementary	K-3	240	308	225	-22.1%	36.9%
Lakeside Elementary	4-8	265	194	268	36.6%	-27.6%
<u>Lemoore Union Elementary</u>						
Engvall Middle	6-8	754	717	682	5.2%	5.1%
Lemoore Elementary	K-5	883	870	889	1.5%	-2.1%
Meadow Lane Elementary	K-5	819	831	747	-1.4%	11.2%
<u>Lemoore Union High</u>						
Lemoore High	9-12	1507	1408	1362	7.0%	3.4%
South Lemoore High (Cont.)	9-12	230	230	217	0.0%	6.0%
<u>Pioneer Union Elementary</u>						
Pioneer Elementary	K-6	331	326	524	1.5%	-37.8%
Pioneer Union Middle	7-8	361	320		12.8%	NA
<u>Reef-Sunset Unified</u>						
Avenal Elementary	K-5	937	880	1177	6.5%	-25.2%
Kettleman City Elementary	K-8	337	363	379	-7.2%	-4.2%
Avenal High	9-12	507	492	419	3.0%	17.4%
Reef-Sunset Middle	6-8	357	334		6.9%	NA
Sunrise High (Cont.)	9-12	20	24	25	-16.7%	-4.0%

Source: Kings County Office of Education, 1993

Armona Union Elementary School District

Armona Union operates two schools: Armona Elementary (Kindergarten through 4th grade) and Parkview Middle School (5th through 8th grade). Enrollment for the district is shown in Table 12.

Table 12
Armona Union Elementary
School District

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	948	967	953	947	1,004	1.49%

Source: Armona Union Elementary School District, 1993

The District has seen a recent jump in enrollment for the most recent semester, however growth over the past five years has been 1.5 percent per year. Growth in the community has been slowed by a building moratorium due to the sewer system operating above capacity. The moratorium was lifted in July, 1992. However, district officials do not believe the recent jump in enrollment was due to new development in the community. (personal communication, Rusty Collins)

The district uses the State of California standards for class size (teacher/student ratio). These standards are: Kindergarten: 31 students per teacher, 1st through 8th grade: 30 students per teacher. During the most recent semester, class sizes ranged from 28 to 37 students per classroom. Enrollment figures for the most recent semester were 584 for Armona Elementary and 418 for Parkview Middle School.

Both Armona Elementary and Parkview Middle School are considered to be "overcrowded" by the District. (personal communication, Rusty Collins) This is evidenced by the number of portable classrooms on each campus (7 at Armona Elementary and 3 at Parkview), the conversion of a janitor's room into a classroom at Armona Elementary, and the high class sizes mentioned above. In addition, lunch periods are to be staggered beginning in the Fall 1993 semester at Parkview.

Central Elementary

Central Union Elementary District encompasses the area southwest of Lemoore, including Lemoore Naval Air Station and the unincorporated community of Stratford. The District operates four schools: Neutra (K-5), Akers (1-3, 6-8), Central (K-8), and Stratford (K-8). Akers and Neutra Schools are located adjacent to the Lemoore Naval Air Station and serve primarily children of base personnel. Table 13 shows enrollment figures for the past five years. The table shows enrollment has

been increasing at about 2.5% per year.

Table 13
Central Union District Enrollment

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	1,831	1,866	1,900	1,955	2,019	2.48%

Source: Central Union Elementary School District, 1993

District officials indicated that recent enrollment rates appear inflated because the District has been receiving "overflow" students from the Lemoore Union Elementary School District, which is considered overcrowded. Average class size for the most recent semester are: Akers School, 23.1 students; Neutra School, 25.1 students; Central School, 23.65 students; Stratford School, 23.36 students. No new schools are planned at the present time.

Corcoran Joint Unified School District

The Corcoran District serves the southeast portion of the County and is one of only two unified districts in Kings County. Enrollment for the district is shown in Table 14. This table shows that enrollment has been increasing at a rate of 5.8 percent for the past five years.

Table 14
Corcoran Joint Unified Enrollment

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	2,723	3,028	2,921	3,046	3,394	5.84%

Source: Corcoran Joint Unified School District, 1993

The district operates six schools. Information on each school is shown in Table 15.

Table 15
Student Enrollment - Corcoran Joint Unified School District

	Grades	Enrollment 92/93	Average Class Size
Bret Harte	K - 1	580	29
Fremont	2 - 3	524	29
Mark Twain	4 - 5	575	28
John Muir	6 - 8	727	30
Corcoran High	9 - 12	720	29
Kings Lake (cont.)	9 - 12	268	14

Source: Corcoran Joint Unified School District, 1993

As the table above shows, the system is structured so that students in grades K - 8 switch campuses every third or fourth year. The District has completed a feasibility study for the possible development of a new middle school by 1996.

Delta View Joint Union Elementary

Delta View District is located on the east side of the County and operates one school (K-8) Delta View Elementary. The District covers mostly agricultural lands and is the smallest in the County in terms of enrollment. Table 16 shows enrollment figures for the District for the past five years. This table shows that enrollment has been increasing at over 7.6 percent per year over the past five years.

Table 16
Delta View Enrollment

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	74	85	86	91	99	7.66%

Source: Delta View Joint Union Elementary School District, 1993

Delta View School contains five classrooms. The District has not adopted a maximum class size, however, existing class sizes have ranged from 12 to 25 students. The District currently charges a developer impact fee of \$1.65 per square foot on new residential construction - the school board is considering raising the fee (personal communication, Lee Moscone).

Hanford Elementary School District

The Hanford District operates seven schools serving the city of Hanford and the surrounding area. Enrollment figures for the last several years are shown in Table

17. The figures show a steady increase in enrollment during the past several years of about 3.9% per year.

Table 17
Hanford Elementary School
District Enrollment

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	4,173	4,372	4,607	4,744	4,869	3.94%

Source: Hanford Elementary School District, 1993

Current enrollment rates and average class size for the District's individual schools is shown in Table 18. This table shows that four of the schools have converted to year-round schedules to alleviate overcrowding.

Table 18
Student Enrollment - Hanford Union E.S.D.

	Grades	92/93 Enrollment	Year-round
Roosevelt	K-6	616	
Washington	K-6	744	X
Jefferson	4-6	558	X
Lincoln	K-3	709	X
Monroe	K-6	717	X
Richmond	K-6	531	
Wilson	7 - 8	907	

Source: Hanford Union Elementary School District, 1993.

The District is experiencing overcrowding at some schools. This is evidenced by the four schools which have recently adopted year-round scheduling as well as staggered lunches and the use of portable buildings at most schools.

The District is completing construction of an eighth school, tentatively named Westside School. This school is located on the western fringe of Hanford and will provide Kindergarten through sixth grade classes. The District also owns a site planned for a new middle school. This facility is tentatively planned to open in 1995.

Hanford Joint Union High School District

The Hanford High School District serves the northeast portion of Kings County and includes the area covered by the Armona, Delta View, Hanford, Kings River-Hardwick, Kit Carson, Lakes and Pioneer school districts. Enrollment for the past five years is shown in Table 19. The table shows enrollment has been increasing at a rate of over 3.6% per year.

Table 19
Hanford High School

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	2027	2035	2184	2306	2,333	3.62%

Source: Hanford Joint Union High School District, 1993

The district operates two campuses, East and West, located in Hanford, where the majority of students live.

Island Union

Island Union District covers the area northwest of Lemoore. The District has one school, Island Elementary which provides classes for Kindergarten through grade 8. The facility, constructed in 1958 has ten classrooms, including one portable classroom. Average class size is 30 students. The District does not have an adopted maximum teacher/student ratio. The District has been accepting some students from the Lemoore Elementary School District. Enrollment figures for the past five years is shown on Table 20. Enrollment has been increasing at a rate of about 4.5 percent per year.

Table 20
Island Union Enrollment

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	224	216	224	230	265	4.51%

Source: Island Union Elementary School District, 1993

Kings River-Hardwick Union Elementary

Kings River-Hardwick serves the area north of Hanford, including lands within the Hanford city limits. The District maintains a single school, Kings River-Hardwick Elementary, grades Kindergarten through 8th. Enrollment figures for the district are

shown on Table 21. These figures reveal that enrollment has been increasing at a rate of 3.7% per year.

Table 21
Kings River-Hardwick Enrollment

Year Enrollment	88/89	89/90	90/91	91/92	92/93	Growth Rate
	270	298	285	291	311	3.75%

Source: Kings River-Hardwick Union Elementary School District, 1993

The school has seventeen classrooms, including 8 portables. The district is preparing to purchase fifteen acres adjacent to the existing school. District officials indicate that a new school may be necessary within five years on this site (personal communication, Richard Tipton).

Kit Carson Union Elementary School District

Kit Carson District serves a portion of northeast Kings County, including fringe areas on the east side of Hanford. The District is located between Hanford on the west, and Delta View School District on the east. The district operates a single school, Kit Carson Elementary, located at 7th Avenue, north of Highway 198. Enrollment figures for Kit Carson are shown in Table 22. The table shows that growth in enrollment has been erratic, resulting in a growth rate of 0.2% over the past five years.

Table 22
Kit Carson School District Enrollment

Year Enrollment	88/89	89/90	90/91	91/92	92/93	Growth Rate
	419	419	395	403	422	0.25%

Source: Kit Carson Union Elementary School District, 1993

Kit Carson Elementary School consists of fifteen classrooms, including four portables. The District maintains a maximum class size target of 30 students. District officials indicate that average class size has been about 28 students. The District indicates that enrollment is reaching the point where additional rooms may need to be added (personal communication, Ronald Meade)

Lakeside Union Elementary School District

Lakeside Union operates two schools serving the area southeast of Hanford. The

schools are Gardenside (K-3) and Lakeside (4-8). Table 23 shows enrollment rates for district; it has been increasing at a rate of 4.4% per year.

Table 23
Lakeside District Enrollment

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	432	457	474	499	513	4.40%

Source: Lakeside Union Elementary School District, 1993

In 1993, Lakeside School had 274 students while Gardenside had 239 students. Lakeside has 15 classrooms (one portable) and Gardenside has 10 rooms (two rooms are to be added for the next semester). The District uses a maximum class size standard of 30 students. This standard is exceeded at times in some classes. Lakeside officials indicate that the district's schools are operating at near-capacity, however, the district has room on the campuses for any necessary expansion during the foreseeable future. (personal communication, Angella Scott)

Lemoore Union Elementary School District

The Lemoore Elementary District serves the city of Lemoore and surrounding fringe areas. The district operates one middle school (grades 6-8) Engvall, and two elementary schools (K-5) Lemoore Elementary and Meadow Lane. Enrollment figures for the district as a whole are shown in Table 24. The table shows that enrollment has been increasing at a rate of 5.1% over the past five years.

Table 24
Lemoore Elementary School District Enrollment

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	2,015	2,113	2,310	2,418	2,456	5.11%

Source: Lemoore Union Elementary School District, 1993.

Due to overcrowding, the district has been transferring about 240 students to surrounding districts - most to Central Union Elementary School District. The District maintains a not-to-exceed maximum class size of 29.2 students. Officials indicate that the average class size has been 29 students.

The District has secured State funding for a new school located on the west side of Lemoore. The school is tentatively scheduled to function as a middle school (grades 6-8), however, the school board may revise this plan.

Lemoore Union High School District

The high school district serves a population of about 30,000 people, including the City of Lemoore, the Lemoore Naval Air Station and the Santa Rosa Rancheria Indian Reservation. Primary education districts within the boundaries of the high school district include Central Union, Island Union and Lemoore Union Elementary. Enrollment for the past several years is shown on Table 25. Enrollment has been increasing at a rate of about 3.8% at the main campus and 5.1% at the continuation high school, combining for a district growth rate of about 3.9%.

The campus of Lemoore High School contains 75 classrooms, athletic fields, two gymnasiums, an auditorium, a school farm and transportation facilities.

As previously mentioned, the district also operates a continuation school, South Lemoore High School. This school is located on the main high school campus.

Table 25
Lemoore Union High School District
Enrollment

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Lemoore High	1299	1323	1362	1408	1,507	3.80%
South Lemoore (cont.)	190	220	217	230	230	5.10%
Combined Enrollment	1489	1543	1579	1638	1737	3.94%

Source: Lemoore Union High School District, 1993

Pioneer Union Elementary School District

This District serves the area northwest of Hanford including portions of the northwest Hanford fringe area. It includes two schools, Pioneer Elementary (K-3) and Pioneer Union Middle School (4-8) on a combined campus. The schools share some facilities, including the cafeteria and library. District enrollment is shown in Table 26. The table shows that the District has been experiencing rapid growth, averaging about 17.5% over the past five years. This has occurred as residential growth has taken place on the northwest fringes of Hanford.

Table 26
Pioneer Union Enrollment

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	365	453	524	646	692	17.55%

Source: Pioneer Union Elementary School District, 1993

The district has a maximum class size goal of 28 students. Actual class sizes have ranged from 24 to 32 students. Pioneer Elementary School has 12 classrooms while Pioneer Middle School has 13 classrooms, including two portables. District officials estimate the maximum capacity of the two campuses is 900 students. (personal communication, John Webster)

Reef-Sunset Unified School District

Reef-Sunset District covers the southwest portion of the County. It is the largest district in Kings County in terms of physical area. The District primarily serves the City of Avenal and the unincorporated community of Kettleman City. Enrollment figures for the past five years are shown in Table 27. These figures reveal that enrollment has been increasing by almost 5.3% per year over the past five years.

Table 27
Reef-Sunset Unified Enrollment

Year	88/89	89/90	90/91	91/92	92/93	Growth Rate
Enrollment	1752	1752	1798	2069	2,138	5.26%

Source: Reef-Sunset Unified School District, 1993.

4.052 Environmental Impacts

The Kings County General Plan directs future urban growth into existing urbanized areas of the County. Most new development will occur in the fringes of three of the incorporated cities - Hanford, Corcoran and Lemoore - however, almost all new development in these fringe areas would be required to annex into the city before development would be permitted. Other county development areas include the unincorporated communities of Armona, Kettleman City and Stratford. The following sections discuss impacts on school districts serving areas designated for urban growth by the General Plan.

Hanford Fringe Area

The Hanford fringe area is served mainly by the Hanford Elementary School District for grades K-8 and entirely by the Hanford High School District (grades 9-12). Other school districts which cover small portions of the Hanford area include Kit Carson, Kings River-Hardwick, Lakeside and Pioneer. The General Plan (Table 6 - Minimum and Maximum Potential Housing Units) shows that there is a potential of 1,188 to 2,135 housing units in the areas designated for residential development. This report uses maximum buildout figures in calculating potential future students.

The 1990 U.S. Census shows that the average dwelling unit in Kings County generates 0.726 students. This figure will be used to determine potential students in areas designated for residential growth in the planning area. In the Hanford fringe area, a maximum of 1,550 students are expected to be generated over the planning period (2,135 housing units \times 0.726 students per housing unit = 1,550 students). The Census also shows that in Hanford, 57% of school-age children are in grades K-6; 15% are in grades 7-8; 28% are grades 9-12. These percentages are used to distribute future student enrollment. Applying these percentages to the 1,550 additional potential students results in the following: 884 will be in grades K-6; 233 will be in grades 7-8; 433 will be in grades 9-12.

As mentioned previously, not all of the potential students generated by growth in the Hanford fringe area will be attending Hanford Elementary District. Table 28 shows the distribution of the potential housing around the Hanford fringe by school district.

Table 28
Hanford Fringe Area
Potential Students By District

	Hanford	Kit Carson	Kings River-Hardwick	Lakeside	Pioneer	Total Hanford Fringe
Housing Units	1,668	90	67	0	310	2,135
Students	1,211	65	49	0	225	1,550
K - 8 (72%)	872	47	35	0	162	1,116
9 - 12 (28%) (Hanford High)	339	18	14	0	63	434

Source: Collins & Associates, 1993

Table 28 shows that for Kindergarten through 8th grade, implementation of the General Plan would result in a maximum of 872 additional students in the Hanford Elementary District, 47 students in Kit Carson, 35 students in Kings River-Hardwick,

and 162 students in the Pioneer School District by 2005. In addition, the Hanford High School District could expect a total of 652 students from the Hanford fringe area and portions of the Armona area. The above future enrollment figures do not include potential students generated by new development within the City of Hanford.

The figures in Table 28 show that students resulting from maximum buildout under the General Plan could result in impacts on some of the Hanford area school districts. Over the planning period, about 129 new students per year will be generated with the implementation of the General Plan. This compares to the total increased inrollment for Hanford school districts from 1991/92 to 1992/93 of about 225 students. With the addition of 129 students per year, 93 K-8 students and 36 high school students, only the Hanford Elementary and Hanford High school districts are going to be significantly impacted. The annual increase in enrollment along with increased enrollment generated by development in the current city limits will require these districts to add at least one additional campus each. Factors that could postpone the construction of new campuses could include implementation of year-round school, an increase in student/teacher ratios, and adding additional classrooms on existing campuses. These alternatives would also assist districts such as Pioneer which will be less impacted by Hanford fringe growth.

Lemoore Union Elementary School District
Lemoore High School District

A second area designated by the General Plan for development is the fringe area around the city of Lemoore. All of these lands lie within the Lemoore Union Elementary School District and the Lemoore High School District. The General Plan estimates a maximum buildout in the Lemoore fringe of 1,161 housing units. This would yield 842 students who would fall into the following grade level categories: 488, or 58% would be in grades K-6; 118, or 14% would be in grades 7-8; 236, or 28% would be in grades 9-12. In addition to these numbers, the community of Stratford would generate 399 students: 17%, or 68 of these would be high school age and would attend Lemoore High School and 83%, or 331 students, would attend Central Union Elementary. This buildout would result in a total of 103 additional students annually attending the Lemoore and Central Union Elementary District schools.

With the addition of 103 students per year; 58 K-6 students, 26 7-8 students, and 18 high school students, both school district will be significantly impacted. The annual increase, along with annual enrollments generated by development in the current Lemoore city limits, will cause both districts to construct one additional campus. Factors that could postpone the construction of new campuses could include implementation of year-round school, an increase in student/teacher ratios, and adding additional classrooms on existing campuses.

Corcoran Joint Unified School District

A third area proposed for additional growth by the General Plan is the fringe area around the City of Corcoran. The General Plan projects a maximum buildout of 918 additional housing units around Corcoran. This could be expected to generate 666 additional students (56 students annually) of which 61% or 406, will be grades K-6; 15%, or 100 will be grades 9-12, and 23% or 160 will be grades 9 - 12. This will require the addition of rooms on all of the district's campuses. Other measures that could delay the construction of additional rooms include increasing teacher/student ratios and/or converting to year round classes. Conversion to year-round scheduling typically increases school capacity by 25%.

Reef-Sunset Unified School District

The only County area designated for additional development within the Reef-Sunset District lies within the unincorporated community of Kettleman City. The General Plan projects a maximum of 800 additional units at buildout. This would generate 581 additional students (48 students annually). Of these, 314, or 54% would be in grades K-6; 128, or 22% would be in grades 7-8; 139, or 24% would be in grades 9-12. These additional students would have a significant adverse impact on the district, especially on Kettleman City Elementary School. Maximum buildout in Kettleman City would necessitate construction of an additional elementary school. Measures which could delay construction include the addition of classrooms to the existing campus, increasing teacher/student ratios, and conversion to year-round classes.

Armona Union School District

The unincorporated community of Armona, lying between Hanford and Lemoore is designated for 149 acres of additional residential development. This could yield a maximum of 1,505 housing units which in turn, could generate 1,092 students (91 students annually). Of these, 80%, or 874 would be in grades K-8. High school students would attend Hanford High School (see discussion above). The addition of 874 K-8 students indicates an obvious need for at least one additional school in the Armona District. Growth projected by the Plan would have a significant adverse impact on the Armona District. Measures which could delay construction of an additional campus include the addition of classrooms at existing campuses, increasing teacher/student ratios, and conversion to year-round scheduling.

Central Union School District

The only area within the jurisdiction of Central Union proposed for additional

residential growth is in the unincorporated community of Stratford. The General Plan projects a maximum of 550 additional housing units in Stratford. This could yield 399 additional students (33 students annually). Of these 231, or 58% would be in grades K-6; 100, or 25% would be in grades 7-8; 68, or 17% would be in grades 9-12 (and would attend Lemoore High School). Central Union also encompasses the Lemoore Naval Air Station. The addition of 331 K-8 students generated by maximum buildout as envisioned under the General Plan would have a significant impact on the district, particularly on Stratford School. The school would have to be significantly expanded or another campus constructed. Measures which could delay such actions include increasing teacher/student ratios, conversion to year-round scheduling, or the transfer of Stratford students to other schools within the district.

Remaining County Areas

For areas not discussed above, the General Plan retains existing agricultural land use designations. Therefore, no impact is expected.

4.053 Mitigation Measures and Monitoring

The General Plan will have a significant adverse effect on some of the County's school districts and a limited effect on others. In particular, Hanford Joint Union High, Pioneer Union Elementary, Lemoore Union Elementary, Corcoran Joint Unified, Reef-Sunset Unified and Armona Union Elementary would be faced with significant expansions of existing campuses or in some cases, development of new schools. It is important to note, however, that nearly all growth areas around existing city fringes would be required to annex into the city before development could occur.

The only means of avoiding the impact on school districts would be to prohibit future development in the planning area. This option is discussed in the Alternatives to the Proposed Action section of the DEIR.

Measures which could mitigate increases in student enrollment within the districts include the following:

1. Impacted elementary school districts should initiate and implement year-round school.

Mitigation Monitoring - Individual school district boards would be required to initiate this policy. The Superintendent would be responsible for implementing the year-round program.

2. The State of California has raised the developer impact fee for new residential

construction from \$1.65 per square foot to \$2.65 per square foot. Impacted districts which have not taken the opportunity to raise their impact fee should explore this option. An example of potential revenues that could be realized under minimum and maximum density buildout scenarios is shown in Table 29.

Table 29
Potential School Revenue from Residential Development
Armona

Lowest Density of Housing Units:	786
Highest Density of Housing Units:	1,505
Average House Size:	1,600
Cumulative Square Feet (maximum):	2,408,000
Cumulative Square Feet (minimum):	1,257,600
Impact Fee (per square foot):	\$2.65
Revenue from Minimum Buildout:	\$3,332,640
Revenue from Maximum Buildout:	\$6,381,200

Source: Kings County Planning Department, 1993.

Mitigation Monitoring - Individual school district boards would be required to initiate this policy.

3. Impacted school districts should increase the teacher/student ratios to the maximum permitted by the State of California.

Mitigation Monitoring - Individual school district boards would be required to initiate this policy.

4. Impacted school districts should explore the possibility of enacting a Mello-Roos District for all fringe area properties designated for residential development or, in the case of unincorporated communities, lands that have not annexed into the community services district. This action would provide a long-term financing mechanism whereby the school districts could collect additional monies for school construction.

Mitigation Monitoring - Implementation of this measure would require cooperation between the individual school district and city officials/service district officials as well as owners of properties that are considering annexation.

5. Districts that are not currently unified should consider unification. This would work to reduce administration and maintenance costs. There would, however,

be some loss of local control of schools now enjoyed by individual school districts.

Mitigation Monitoring - Implementation of this measure would require cooperation between two or more existing school districts. Involvement of the County Office of Education would also likely be required.

4.054 Residual Impact

Implementation of the above mitigation measures will reduce the General Plan's impact on schools to an insignificant level. In particular, utilization of additional developer impact fees now permitted by the State should work to offset impacts caused by new development.

5.0 UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The following potential adverse environmental effects appear to be unavoidable if the General Plan is approved, even if proposed mitigation measures are implemented. These unavoidable effects are as follows:

1. Loss of prime and unique farmland to urbanization and exposure of existing farm operations to incompatible urban uses.

6.0 ALTERNATIVES TO THE PROPOSED ACTION

A. No Project

This alternative would preclude additional development beyond that what is already designated for development by Lemoore's current General Plan. The environmental impacts described in Section 4.0, Environmental Impact Analysis, would be less significant if this alternative were adopted by the County.

This alternative would maintain portions of the planning area in its current land use condition. Furthermore, it would preclude the need for additional public services for the planning area beyond what the current General Plan would require, thereby having less of a fiscal impact on the County, the school districts and other public agencies.

Under the existing General Plan, agricultural land will continue to be urbanized, there will still continue to be an increase in the number of school-aged children attending public schools, roadways will continue to become more congested with traffic, and air and water quality will continue deteriorate. Environmental impacts will occur under the no alternative, however, the degree of these impacts will be less than that of the proposed project.

B. No Development or No Growth

Because of existing zoning and current policies, the no development proposal is not permissible at this time.

Furthermore, the environmental effects of expected growth in Kings County will not be solved or necessarily improved by a policy of no growth, or slow growth. If jobs are created, new employees will live somewhere. If insufficient housing opportunities are provided here (or if housing construction is prohibited by a no growth policy) workers will live in other communities and commute to their jobs here. Such a pattern would create additional air emissions that would otherwise not occur. These longer trips would expose commuters to additional risk of traffic accidents on more congested roadways.

Failure to create or accommodate new jobs will cause the local economy to stagnate. If revenues from an expanding economy are not realized, important programs that reduce adverse effects on the environment cannot be carried out. The tax base for a rural county like Kings County is not sufficient to provide for all the demands for spending, especially in times of recession. This affects the quality of life and local opportunities for improvement in such basic areas as public health and safety, let

alone the ability to address environmental issues such as air quality, water quality and supply, and the improvement and expansion of plant and wildlife habitat.

C. Modified Policies

The Policies of the General Plan are intended to lead to the desired future physical development of Kings County. Thus, the only General Plan policies which could appropriately be modified in the update process pertain to land use designation. All other plan policies are the result of extensive review and recommendations by the general public, various formal committees, other County departments, cities, special districts, state and federal agencies, the Planning Commission, and the Board of Supervisors.

The development policies of the updated General Plan apply standards necessary to comply with state laws and ensure that adverse effects to the environment do not occur, or that if they do occur they are reduced in significance as much as possible. Relaxing these standards would cause the General Plan not to meet its objective to provide for "... a comprehensive, long-term General Plan for the physical development of the county"

D. Alternative Land Use Plan

The General Plan Update reflects land use patterns that have developed over the years under previous General Plan policies as effected by the extension, or planned extension, of public facilities.

An alternative land use plan would propose other land use designations and locations than those which now exist. The public and local decisionmakers have reviewed the General Plan Update and have determined that it directs future growth to the desired locations. As changes are needed, interested parties may apply for amendments to the General Plan, which will be reviewed by the public and local decisionmakers to determine their appropriateness. If determined appropriate, the amendment will be approved. Thus, General plan law has a built-in mechanism for providing alternatives that site specific development projects do not have.

E. Environmentally Constrained Alternative

The General Plan indicates that upon buildout, 1,695 acres of land will be developed to residential uses (see Table No. 30). This alternative recommends that the amount of land designated for residential uses be reduced and that the overall residential densities be increased. This approach would provide for the same number of residential dwelling units, however, they would occupy less land.

Table No. 30
Residentially Designated Land

<u>Res. Designations</u>	<u>Development Areas</u>					
	<u>Hanford</u>	<u>Corcoran</u>	<u>Lemoore</u>	<u>Armona</u>	<u>Stratford</u>	<u>Kettleman</u>
Very low	207 acres	0	0	0	0	0
Low	168	79	129	0	44	0
Low medium	339	190	213	0	0	0
Medium	34	0	7	122	0	109
Medium high	0	0	0	0	11	0
High	0	0	0	27	14	1
Very high	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	747 acres	269	350	149	70	111

Source: Kings County Planning Agency

By reducing the amount of land designated for residential uses, certain potential environmental impacts can be avoided. Removal of agricultural land from production, extension of public services and infrastructure, reduction in vehicle miles traveled, and conservation of native plant communities are examples of impacts that can be minimized.

A secondary aspect of this alternative is to modify the Land Use Element by reclassifying certain lands from urban to agricultural designations. Specific examples contained in this alternative plan are explained below.

Kettleman City

Recommendation

Reduce the amount of land located on the west side of the California Aqueduct that is designated for heavy industrial and transportation commercial (about 75 acres) and reclassify it to limited agriculture or public.

Reason

This will reduce the amount of native plant community land that will be disturbed. In addition, it could insure that certain special status species are protected from conditions involving disturbed habitat and urban encroachment.

Stratford

Recommendation

Reduce the amount of land located north of Lincoln Avenue that is designated for light industrial by half (about 30 acres) and reclassify it to limited agriculture.

Reason

This will insure that 30 acres of land is not removed from agricultural production.

Armona

Recommendation

Reclassify the land located on the east side of 13th Avenue that is designated for very low density and transportation commercial (about 80 acres) and reclassify it to limited agriculture.

Reason

This reclassification will reduce the amount of land being removed from agricultural production and it will insure that a green-belt exists between the communities of Armona and Hanford.

Corcoran

Recommendation

Reclassify the land located southeast of the airport and between 5 1/2 Avenue and State Highway 43 (about 30 acres) from low density residential to limited agriculture.

Reason

This reclassification will reduce the amount of land being removed from agricultural production and it will insure safety problems do not result from residential dwellings being located off the runway of the Corcoran Airport.

Hanford

Recommendation

Reclassify the land located west of 12th, between the Southern Pacific Railroad and

Highway 198, and southeast of the Hanford Municipal Airport from low and medium density residential to limited agriculture, and the land between 9th Avenue and State Highway 43 from low density residential to limited agriculture (200 acres).

Reason

This reclassification will reduce the amount of land being removed from agricultural production and it will insure that safety problems don't result from residential dwellings being located off the runway of the Hanford Airport. Furthermore, this reclassification will reduce fringe development thereby reducing vehicle miles traveled (and mobile air emissions) and costly extension of services and infrastructure.

Lemoore

Recommendation

Reclassify the land located west of Highway 41 (about 60 acres) from heavy industrial to limited agriculture.

Reason

This reclassification will reduce the amount of land being removed from agricultural production and it will minimize the conflicts between urban and agricultural uses in this area of Lemoore

Conclusion

This alternative reduces the amount of land that will be removed from production, 400 acres; reduces mobile-generated air emissions by reducing fringe development; enhances public safety by restricting residential development near airport runways; and it preserves native plant communities and the special status species they support by precluding urbanization.

7.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

7.01 Short-Term Use of the Environment versus its Long-Term Productivity

The General Plan will commit the planning area to development consistent with the Land Use, Circulation and Open Space and Conservation elements. The General Plan will designate future lands for urbanization that are presently used for agriculture. The General Plan provides for sufficient land to serve population growth in the planning area for the next 12 years.

The long-term productivity of the environment could be adversely affected by the continuous growth of the community. Air quality will decline as the driving population in the planning area increases, agricultural land will be taken out of production, increased groundwater pumping will occur thereby drawing down the water table, and additional storm water runoff will emanate from the planning area, potentially overloading downstream water channels.

7.02 Irreversible Environmental Changes

Irreversible environmental changes are as follows:

1. Loss of agricultural land.
2. Consumption of deep ground water resources.
3. Loss of native plant communities.

7.03 Growth-Inducing Impacts

Adoption of the Kings County General Plan in itself is not generally a growth-inducing impact. It does, however, encourage the opportunity for urban growth within the planning area to occur, if certain lands are designated for agriculture, and it does change the type of development that could occur on some properties (e.g designation from low density residential to high density residential).

Over the 12-year planning period, Kings County is expected to grow from 101,469 (1990) to 135,500 persons in 2005. Approximately, 3,333 acres of land will be urbanized during that period of time. With this growth will come the attendant

environmental impacts - crowded schools, increased traffic and noise, depletion of ground water, additional air pollution and water contamination. These impacts and others are discussed in the Environmental Impact Analysis section of this DEIR.

Adoption of the General Plan could be growth-inducing if land is redesignated to a land use that in turn fosters development that would have not normally occurred had not the redesignation taken place. For example, a parcel of land that is classified from limited agriculture to low density residential.

Assuming adoption of the General Plan will be somewhat growth-inducing, the following services are expected to be impacted.

1. Increased student enrollments in the planning area's school districts. School impact fees will pay for the cost of providing increased educational services.
2. The waste water treatment plants in the planning area will require expansion during the planning period. Development impact fees and monthly utility payments will finance the construction of these expansions.
3. New streets, widening and renovation of existing streets and signalization of intersections will be required throughout the County as traffic congestion increases. Transportation and gasoline tax funds will pay for these improvements.
4. Additional residents will place an increased demand on the underground water system. Additional wells will be required and existing wells may be required to be extended deeper into better water bearing strata. Monthly water payments and development impact fees will finance these improvements.
5. Additional residents will place an increased demand on the County's solid waste collection and landfill systems. Monthly garbage payments will pay for the purchase of additional solid waste collection equipment and expansion or purchase of landfill sites. AB 939, which encourages and promotes recycling, will help reduce the volume of waste generated by each household during the planning period.
6. The General Plan will have a gradual but minimal impact on fire suppression, medical aid and police protection services. These services will expand incrementally as the population of the planning area increases. County general fund revenues will finance the expansion of these operations.

7.04 Cumulative Impacts

Cumulative effects are defined as two or more separate effects which when considered together are considerable, or which compound or increase either

environmental impact. Cumulative impacts can result in individually minor, but collectively significant impacts taking place over time in different but spatially close locations.

The urbanization that is provided for by this General Plan, when combined with the urbanization of other counties in the Valley, will cause cumulative environmental impacts. The following impacts are considered to be cumulative and significant:

1. Loss of agricultural land.
2. Increased ozone and PM-10 emissions in a non-attainment air basin.

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Findings contained in Section 4.0, Environmental Impact Analysis, showed that certain environmental effects were "insignificant" because the General Plan and its policies, implementation strategies, and development standards and the DEIR's mitigation measures, would reduce the impact to an "insignificant" level. These "insignificant" impacts are as follows:

1. Overcrowding of schools.
2. Loss of native plant communities and disruption of special status species.
3. Depletion of ground water resources.
4. Degradation of ground water quality.

9.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IF THE PROPOSED ACTION SHOULD BE IMPLEMENTED

The following impacts have been determined to be irreversible if the policies of the General Plan are carried out. These effects will occur and cannot be completely mitigated to insignificant levels. See Section 4 for a detailed discussion of these effects, and the mitigation measures intended to reduce the effects as much as possible.

A. Loss of Agricultural Land:

Agricultural land is a finite resource; once put to non-agricultural uses, it is gone.

B. Reduction in Air Quality:

Additional vehicles, fireplaces, yard equipment, energy sources, employment activities, etc., will add additional emissions to the Valley air basin which is already a non-attainment area for certain critical air pollutants.

C. Loss of Plant and Wildlife Habitat:

Habitat is a finite resource; once used for other purposes, it is gone.

D. Reduction in Water Quality and Quantity:

The Valley is a critically overused groundwater basin. Urban uses generally requires about the same amount of water as the agricultural uses it replaced, the resource is still being overused.

E. School Overcrowding:

New development will use existing capacity in the schools. Analysis of the School Impacts Fees indicates that the revenue generated from that source is not sufficient to offset the additional demand created by new growth. Other revenue or better facility utilization will be required.

10.0 THE GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION

Implementation of the General Plan by itself does not induce or cause growth or any of the impacts associated with growth. The General Plan provides for a planned, coordinated, and comprehensive method of accommodating expected growth, reflecting current land use patterns that have developed over time and under past General Plan policies. The General Plan Update responds to urban growth demand by guiding the development of land in a compact and efficient manner, minimizing the consumption of agricultural land, and directing urban growth to existing urban areas.

Growth is limited by the availability of services and service systems such as domestic water, sewer capacity, and schools. If service providers (cities, community services or public utilities districts, school districts, and others) do not have adequate capacity for expansion the plan does not allow urban development to occur, since the County itself does not provide urban services.

Some of the impacts that may occur as a result of the growth enabled or promoted by the General Plan include wastewater treatment plants requiring expansion; increased demand on the underground water system; increased consumption of landfill capacity; or increased need for fire suppression, medical aid, or police protection services.

11.0 ORGANIZATIONS AND PERSONS CONSULTED

Armona Community Services District

Doyle Davis

Bob Doyle, Manager

John Zumwalt, District Engineer

City of Avenal

Melissa Harriman

Brown Buntin Associates, Inc.

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Division of Mines and Geology

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Nancy Vierra

California Department of Health, Office of Noise Control

Russ Dupree

California Department of Housing and Community Development

Mario Angel

Cam Cleary

California Department of Transportation

Henry Oputa

California Department of Water Resources

California Water Resources Control Board

City of Corcoran

Don Pauley, City Manager

Jeri Grant, Community Development Director

City of Hanford

John Lehn, City Council

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Kings Area Rural Transit

Kings County Agricultural Commissioner

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Kings County Office of Education

Kings County Office of Emergency Services

Kings County Fire Department

Steve Driver

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Laurie Simons

United States Soil Conservation Service

12.0 REFERENCES CONSULTED

Federal Highway Administration (FHWA), "Highway Traffic Noise Prediction Model" (FHWA-RD-77-108)

Calveno traffic noise emission curves recommended by Caltrans

California Department of Transportation (Caltrans), "1992 California Aviation Plan"

Federal Aviation Administration, "Integrated Noise Model" (INM-Version 3.10)

California Department of Water Resources, Bulletin 118-80, "Groundwater Basins in California", January 1980

Air Resources Board, AQAT-3 Emission Estimating Software

Project Name : KingsCo-Corcoran (exist.) Date : 07-28-1993

Analysis Year = 1990 Temperature = 75
 EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - low density (1-2 u/ac)	10.0/Unit	313	3130	
SFR - low med dnsty (2-4 u/a)	10.0/Unit	691	6910	
Light Industry	52.0/Acre	21	1092	1
Heavy Industry	16.0/Acre	295	4720	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	7.5	4.0	4.0	7.5	2.5
% Started Cold	87.7	38.4	57.0	76.6	26.6
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	6.6	90.5	2.9
Light Duty Trucks	14.3	8.1	88.8	3.1
Medium Duty Trucks	4.3	15.2	84.8	0.0
Heavy Duty Trucks	3.9	59.8	40.2	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - low density (1-2 u/ac)	58.9	509.7	68.0
SFR - low med dnsty (2-4 u/a)	130.0	1125.3	150.1
Light Industry	19.6	166.6	23.7
Heavy Industry	84.6	720.3	102.6

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - low density (1-2 u/ac)	773.6	6.9	7.2
SFR - low med dnsty (2-4 u/a)	1707.8	15.2	15.9
Light Industry	272.3	91.5	2.5
Heavy Industry	1177.0	395.3	11.0

Project Name : KingsCo-Lemoore (exist.)

Date : 07-28-1993

Analysis Year = 1990

Temperature = 75

EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - low density (1-2 u/ac)	10.0/Unit	146	1460	
SFR - low med dnsty (2-4 u/a)	10.0/Unit	396	3960	
SFR - med density (4-7 u/ac)	10.0/Unit	14	140	
Retail Commercial	500.0/Acre	0	0	1
Service Commercial	250.0/Acre	0	0	1
Highway Commercial	400.0/Acre	1	400	1
Light Industry	52.0/Acre	0	0	1
Heavy Industry	16.0/Acre	0	0	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.0	2.0	3.0	5.0	2.5
% Started Cold	87.7	38.4	57.0	76.6	26.6
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	6.6	90.5	2.9
Light Duty Trucks	14.3	8.1	88.8	3.1
Medium Duty Trucks	4.3	15.2	84.8	0.0
Heavy Duty Trucks	3.9	59.8	40.2	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - low density (1-2 u/ac)	23.9	202.9	23.5
SFR - low med dnsty (2-4 u/a)	64.9	550.5	63.7
SFR - med density (4-7 u/ac)	2.3	19.5	2.3
Retail Commercial	0.0	0.0	0.0
Service Commercial	0.0	0.0	0.0
Highway Commercial	4.8	36.0	5.1
Light Industry	0.0	0.0	0.0
Heavy Industry	0.0	0.0	0.0

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - low density (1-2 u/ac)	242.8	2.2	2.3

SFR - low med dnsty (2-4 u/a	658.5	5.9	6.1
SFR - med density (4-7 u/ac)	23.3	0.2	0.2
Retail Commercial	0.0	0.0	0.0
Service Commercial	0.0	0.0	0.0
Highway Commercial	50.9	2.2	0.5
Light Industry	0.0	0.0	0.0
Heavy Industry	0.0	0.0	0.0

Project Name : KingsCo-Hanford (exist.)

Date : 07-28-1993

Analysis Year = 1990

Temperature = 75

EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - very low dnsty (1 u/ac)	10.0/Unit	447	4470	
SFR - low density (1-2 u/ac)	10.0/Unit	374	3740	
SFR - low med density (2-4 u/a	10.0/Unit	1012	10120	
SFR - med density (4-7 u/ac)	10.0/Unit	270	2700	
Retail Commercial	3.0/Acre	35	105	1
Service Commercial	250.0/Acre	123	30750	1
Highway Commercial	400.0/Acre	9	3600	1
Light Industry	52.0/Acre	17	884	1
Heavy Industry	16.0/Acre	342	5472	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.0	2.0	3.0	5.0	2.5
% Started Cold	87.7	38.4	57.0	76.6	26.6
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	6.6	90.5	2.9
Light Duty Trucks	14.3	8.1	88.8	3.1
Medium Duty Trucks	4.3	15.2	84.8	0.0
Heavy Duty Trucks	3.9	59.8	40.2	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - very low dnsty (1 u/ac	73.3	621.4	71.9
SFR - low density (1-2 u/ac)	61.3	519.9	60.2
SFR - low med density (2-4 u/	165.9	1406.7	162.8
SFR - med density (4-7 u/ac)	44.3	375.3	43.4
Retail Commercial	1.3	9.4	1.3
Service Commercial	368.2	2766.6	394.9
Highway Commercial	43.1	323.9	46.2
Light Industry	14.2	118.7	15.4
Heavy Industry	87.8	734.5	95.1

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - very low dnsty (1 u/ac	743.3	6.6	6.9
SFR - low density (1-2 u/ac)	621.9	5.5	5.8
SFR - low med density (2-4 u/	1682.8	15.0	15.7
SFR - med density (4-7 u/ac)	449.0	4.0	4.2
Retail Commercial	13.4	0.6	0.1
Service Commercial	3910.7	167.2	36.5
Highway Commercial	457.8	19.6	4.3
Light Industry	165.3	49.5	1.5
Heavy Industry	1023.4	306.6	9.6

Project Name : KingsCo-Kettleman (exist)

Date : 07-28-1993

Analysis Year = 1990

Temperature = 75

EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - med density (4-7 u/ac)	10.0/Unit	268	2680	
MFR - hi density (11-24 u/ac)	5.4/Unit	866	4676	
Retail Commercial	200.0/Acre	2	400	1
Highway Commercial	400.0/Acre	27	10800	1
Light Industry	52.0/Acre	0	0	1
Heavy Industry	16.0/Acre	106	1696	1
Service Commercial	100.0/Acre	15	1500	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	10.0	10.0	5.0	10.0	0.5
% Started Cold	87.7	38.4	57.0	76.6	26.6
Trip Speed	45	40	35	45	40
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	6.6	90.5	2.9
Light Duty Trucks	14.3	8.1	88.8	3.1
Medium Duty Trucks	4.3	15.2	84.8	0.0
Heavy Duty Trucks	3.9	59.8	40.2	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - med density (4-7 u/ac)	54.4	457.0	83.6
MFR - hi density (11-24 u/ac)	95.0	797.4	145.8
Retail Commercial	3.3	20.0	2.6
Highway Commercial	90.2	540.7	70.3
Light Industry	0.0	0.0	0.0
Heavy Industry	25.6	192.8	40.5
Service Commercial	12.5	75.1	9.8

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - med density (4-7 u/ac)	992.4	4.9	9.3
MFR - hi density (11-24 u/ac)	1731.7	8.6	16.2
Retail Commercial	13.8	2.0	0.1

Highway Commercial	371.7	53.7	3.5
Light Industry	0.0	0.0	0.0
Heavy Industry	444.1	105.0	4.1
Service Commercial	51.6	7.5	0.5

Project Name : KingsCo-Stratford (exist. Date : 07-28-1993

Analysis Year = 1990 Temperature = 75
EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - low density (1-2 u/ac)	10.0/Unit	23	230	
MFR - hi density (11-24 u/ac)	5.4/Unit	36	194	
Retail Commercial	150.0/Acre	30	4500	1
Highway Commercial	300.0/Acre	0	0	1
Light Industry	52.0/Acre	1	52	1
Heavy Industry	16.0/Acre	0	0	1
MFR - medhi dnsty (7-11 u/ac)	6.1/Unit	442	2696	

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	10.0	5.0	5.0	10.0	0.5
% Started Cold	87.7	38.4	57.0	76.6	26.6
Trip Speed	45	40	35	45	40
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	6.6	90.5	2.9
Light Duty Trucks	14.3	8.1	88.8	3.1
Medium Duty Trucks	4.3	15.2	84.8	0.0
Heavy Duty Trucks	3.9	59.8	40.2	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - low density (1-2 u/ac)	4.4	36.2	6.3
MFR - hi density (11-24 u/ac)	3.7	30.6	5.3
Retail Commercial	37.6	225.3	29.3
Highway Commercial	0.0	0.0	0.0
Light Industry	0.8	5.9	1.2
Heavy Industry	0.0	0.0	0.0
MFR - medhi dnsty (7-11 u/ac)	51.1	423.9	73.9

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - low density (1-2 u/ac)	73.0	0.4	0.7
MFR - hi density (11-24 u/ac)	61.7	0.3	0.6
Retail Commercial	154.9	22.4	1.4

Highway Commercial	0.0	0.0	0.0
Light Industry	13.6	3.2	0.1
Heavy Industry	0.0	0.0	0.0
MFR - medhi dnsty (7-11 u/ac	855.9	4.2	8.0

Project Name : KingsCo-Armona (exist.)

Date : 07-28-1993

Analysis Year = 1990

Temperature = 75

EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - med density (4-7 u/ac)	10.0/Unit	1617	16170	
MFR - hi density (11-24 u/ac)	5.4/Unit	768	4147	
Retail Commercial	200.0/Acre	28	5600	1
Highway Commercial	600.0/Acre	10	6000	1
Light Industry	52.0/Acre	5	260	1
Heavy Industry	16.0/Acre	0	0	1
SFR - low density (1-2 u/ac)	10.0/Unit	51	510	
Service Commercial	100.0/Acre	15	1500	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	3.0	3.0	3.0	3.0	3.0
% Started Cold	87.7	38.4	57.0	76.6	26.6
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	6.6	90.5	2.9
Light Duty Trucks	14.3	8.1	88.8	3.1
Medium Duty Trucks	4.3	15.2	84.8	0.0
Heavy Duty Trucks	3.9	59.8	40.2	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - med density (4-7 u/ac)	257.1	2168.3	241.3
MFR - hi density (11-24 u/ac)	66.0	556.1	61.9
Retail Commercial	70.8	540.9	80.7
Highway Commercial	75.9	579.5	86.5
Light Industry	3.9	32.0	3.8
Heavy Industry	0.0	0.0	0.0
SFR - low density (1-2 u/ac)	8.1	68.4	7.6
Service Commercial	19.0	144.9	21.6

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - med density (4-7 u/ac)	2419.4	21.5	22.6

MFR - hi density (11-24 u/ac	620.5	5.5	5.8
Retail Commercial	837.9	21.9	7.8
Highway Commercial	897.7	23.5	8.4
Light Industry	38.9	8.8	0.4
Heavy Industry	0.0	0.0	0.0
SFR - low density (1-2 u/ac)	76.3	0.7	0.7
Service Commercial	224.4	5.9	2.1

Project Name : KingsCo - Kettleman

Date : 07-14-1993

Analysis Year = 2005

Temperature = 75

EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - med density (4-7 u/ac)	10.0/Unit	765	7650	
MFR - hi density (11-24 u/ac)	5.4/Unit	34	184	
Retail Commercial	200.0/Acre	34	6800	1
Highway Commercial	400.0/Acre	105	42000	1
Light Industry	52.0/Acre	0	0	1
Heavy Industry	16.0/Acre	78	1248	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	10.0	10.0	5.0	10.0	0.5
% Started Cold	88.4	40.3	58.6	75.0	10.0
Trip Speed	45	40	35	45	40
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	0.0	97.5	2.5
Light Duty Trucks	14.3	0.0	97.4	2.6
Medium Duty Trucks	4.3	0.0	100.0	0.0
Heavy Duty Trucks	3.9	13.6	86.4	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - med density (4-7 u/ac)	81.4	777.7	179.9
MFR - hi density (11-24 u/ac)	2.0	18.7	4.3
Retail Commercial	21.0	188.6	28.5
Highway Commercial	130.0	1164.7	176.0
Light Industry	0.0	0.0	0.0
Heavy Industry	9.0	78.9	22.0

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - med density (4-7 u/ac)	2217.6	10.4	20.9
MFR - hi density (11-24 u/ac)	53.2	0.2	0.5
Retail Commercial	183.2	25.0	1.7
Highway Commercial	1131.4	154.5	10.6
Light Industry	0.0	0.0	0.0

Highway Commercial	64.7	8.8	0.6
Light Industry	639.5	143.0	6.0
Heavy Industry	0.0	0.0	0.0
MFR - medhi dnsty (7-11 u/ac	181.9	0.9	1.7

Project Name : KingsCo - Stratford

Date : 07-14-1993

Analysis Year = 2005

Temperature = 75

EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - low density (1-2 u/ac)	10.0/Unit	89	890	
MFR - hi density (11-24 u/ac)	5.4/Unit	341	1841	
Retail Commercial	150.0/Acre	5	750	1
Highway Commercial	300.0/Acre	8	2400	1
Light Industry	52.0/Acre	60	3120	1
Heavy Industry	16.0/Acre	0	0	1
MFR - medhi dnsty (7-11 u/ac)	6.1/Unit	120	732	

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	10.0	5.0	5.0	10.0	0.5
% Started Cold	88.4	40.3	58.6	75.0	10.0
Trip Speed	45	40	35	45	40
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	0.0	97.5	2.5
Light Duty Trucks	14.3	0.0	97.4	2.6
Medium Duty Trucks	4.3	0.0	100.0	0.0
Heavy Duty Trucks	3.9	13.6	86.4	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - low density (1-2 u/ac)	8.7	84.6	18.3
MFR - hi density (11-24 u/ac)	18.0	175.0	37.9
Retail Commercial	2.3	20.8	3.1
Highway Commercial	7.4	66.6	10.1
Light Industry	22.5	197.2	55.0
Heavy Industry	0.0	0.0	0.0
MFR - medhi dnsty (7-11 u/ac)	7.2	69.6	15.1

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - low density (1-2 u/ac)	221.2	1.0	2.1
MFR - hi density (11-24 u/ac)	457.6	2.1	4.3
Retail Commercial	20.2	2.8	0.2

Project Name : KingsCo - Hanford

Date : 07-14-1993

Analysis Year = 2005 Temperature = 75

EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - very low dnsty (1 u/ac)	10.0/Unit	207	2070	
SFR - low density (1-2 u/ac)	10.0/Unit	336	3360	
SFR - low med density (2-4 u/a	10.0/Unit	1354	13540	
SFR - med density (4-7 u/ac)	10.0/Unit	238	2380	
Retail Commercial	500.0/Acre	45	22500	1
Service Commercial	250.0/Acre	211	52750	1
Highway Commercial	400.0/Acre	33	13200	1
Light Industry	52.0/Acre	184	9568	1
Heavy Industry	16.0/Acre	405	6480	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.0	2.0	3.0	5.0	2.5
% Started Cold	88.4	40.3	58.6	77.6	27.4
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	0.0	97.5	2.5
Light Duty Trucks	14.3	0.0	97.4	2.6
Medium Duty Trucks	4.3	0.0	100.0	0.0
Heavy Duty Trucks	3.9	13.6	86.4	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - very low dnsty (1 u/ac	16.7	185.5	24.7
SFR - low density (1-2 u/ac)	27.1	301.1	40.1
SFR - low med density (2-4 u/	109.1	1213.3	161.7
SFR - med density (4-7 u/ac)	19.2	213.3	28.4
Retail Commercial	133.0	1357.1	211.5
Service Commercial	311.9	3181.8	495.8
Highway Commercial	78.0	796.2	124.1
Light Industry	76.8	819.9	123.9
Heavy Industry	52.0	555.3	83.9

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
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SFR - low med densty (2-4 u/	1111.6	9.0	10.5
SFR - med density (4-7 u/ac)	63.8	0.5	0.6
Retail Commercial	0.0	0.0	0.0
Service Commercial	0.0	0.0	0.0
Highway Commercial	1672.6	65.1	15.7
Light Industry	586.2	159.9	5.5
Heavy Industry	222.5	60.7	2.1

Project Name : KingsCo - Lemoore

Date : 07-14-1993

Analysis Year = 2005

Temperature = 75

EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - low density (1-2 u/ac)	10.0/Unit	258	2580	
SFR - low med density (2-4 u/a	10.0/Unit	854	8540	
SFR - med density (4-7 u/ac)	10.0/Unit	49	490	
Retail Commercial	500.0/Acre	0	0	1
Service Commercial	250.0/Acre	0	0	1
Highway Commercial	400.0/Acre	42	16800	1
Light Industry	52.0/Acre	77	4004	1
Heavy Industry	16.0/Acre	95	1520	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	5.0	2.0	3.0	5.0	2.5
% Started Cold	88.4	40.3	58.6	77.6	27.4
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	0.0	97.5	2.5
Light Duty Trucks	14.3	0.0	97.4	2.6
Medium Duty Trucks	4.3	0.0	100.0	0.0
Heavy Duty Trucks	3.9	13.6	86.4	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - low density (1-2 u/ac)	20.8	231.2	30.8
SFR - low med density (2-4 u/	68.8	765.3	102.0
SFR - med density (4-7 u/ac)	3.9	43.9	5.9
Retail Commercial	0.0	0.0	0.0
Service Commercial	0.0	0.0	0.0
Highway Commercial	99.3	1013.3	157.9
Light Industry	32.1	343.1	51.8
Heavy Industry	12.2	130.2	19.7

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - low density (1-2 u/ac)	335.8	2.7	3.2

Project Name : KingsCo - Corcoran

Date : 07-14-1993

Analysis Year = 2005

Temperature = 75

EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - low density (1-2 u/ac)	10.0/Unit	157	1570	
SFR - low med density (2-4 u/a	10.0/Unit	761	7610	
Light Industry	52.0/Acre	59	3068	1
Heavy Industry	16.0/Acre	17	272	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	7.5	4.0	4.0	7.5	2.5
% Started Cold	88.4	40.3	58.6	77.6	27.4
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	0.0	97.5	2.5
Light Duty Trucks	14.3	0.0	97.4	2.6
Medium Duty Trucks	4.3	0.0	100.0	0.0
Heavy Duty Trucks	3.9	13.6	86.4	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - low density (1-2 u/ac)	15.1	159.8	25.6
SFR - low med density (2-4 u/	73.1	774.4	124.3
Light Industry	28.3	291.6	50.1
Heavy Industry	2.5	25.9	4.4

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - low density (1-2 u/ac)	303.8	2.5	2.9
SFR - low med density (2-4 u/	1472.3	11.9	13.9
Light Industry	598.9	183.2	5.6
Heavy Industry	53.1	16.2	0.5

SFR - very low dnsty (1 u/ac	269.4	2.2	2.5
SFR - low density (1-2 u/ac)	437.4	3.5	4.1
SFR - low med density (2-4 u/	1762.5	14.3	16.6
SFR - med density (4-7 u/ac)	309.8	2.5	2.9
Retail Commercial	2240.0	87.2	21.1
Service Commercial	5251.7	204.4	49.4
Highway Commercial	1314.2	51.2	12.4
Light Industry	1400.8	382.1	13.2
Heavy Industry	948.7	258.8	8.9

Light Industry	137.0	33.8	1.3
Heavy Industry	1.6	0.4	0.0
Service Commercial	63.1	2.0	0.6

Heavy Industry

255.8

57.2

2.4

Project Name : kingsco-armona

Date : 07-09-1993

Analysis Year = 2005

Temperature = 75

EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
SFR - med density (4-7 u/ac)	10.0/Unit	856	8560	
MFR - hi density (11-24 u/ac)	5.4/Unit	649	3505	
Retail Commercial	200.0/Acre	80	16000	1
Highway Commercial	400.0/Acre	62	24800	1
Light Industry	52.0/Acre	27	1404	1
Heavy Industry	16.0/Acre	1	16	1
Service Commercial	100.0/Acre	8	800	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	3.0	2.0	3.0	3.0	2.0
% Started Cold	88.4	40.3	58.6	77.6	27.4
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	72.8	0.0	97.5	2.5
Light Duty Trucks	14.3	0.0	97.4	2.6
Medium Duty Trucks	4.3	0.0	100.0	0.0
Heavy Duty Trucks	3.9	13.6	86.4	N/A
Heavy Duty Trucks	3.9	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
SFR - med density (4-7 u/ac)	64.5	732.0	89.6
MFR - hi density (11-24 u/ac)	26.4	299.7	36.7
Retail Commercial	86.5	901.5	127.4
Highway Commercial	134.1	1397.4	197.5
Light Industry	9.6	107.2	13.4
Heavy Industry	0.1	1.2	0.2
Service Commercial	4.3	45.1	6.4

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
SFR - med density (4-7 u/ac)	931.8	7.5	8.8
MFR - hi density (11-24 u/ac)	381.5	3.1	3.6
Retail Commercial	1261.8	39.7	11.9
Highway Commercial	1955.9	61.5	18.4

APPENDIX A

URBEMUS - 3



APPENDIX B

Demand for Classroom Space at General Plan Buildout



DEMAND FOR CLASSROOM SPACE AT GENERAL PLAN BUILDOUT

	ARMONA	KETTLEMAN CITY	STRATFORD
Available Residential Land (acres):	149.32	110.77	69.55
Lowest Density (# of HU):	786	453	277
Highest Density (# of HU):	1,505	800	550
Average HU Size (sq. ft.):	1,600	1,600	1,600
Students per Classroom:	30	30	30
Cumulative sq. ft. (Min.):	1,257,600	724,800	443,200
Cumulative sq. ft. (Max.):	2,408,000	1,280,000	880,000
Impact Fee per sq. ft.:	\$2.65	\$2.65	\$2.65
Revenue from Min. Buildout:	\$3,332,640	\$1,920,720	\$1,174,480
Revenue from Max. Buildout:	\$6,381,200	\$3,392,000	\$2,332,000
Cost per Classroom by grade level per student:			
K-6	\$10,046		
7-8	\$13,955		
9-12	\$15,514		
Cost of a 30 Student Classroom:			
K-6	\$301,380		
7-8	\$418,650		
9-12	\$465,420		
Age Distribution of Population:			
K-6	498	263	58
7-8	153	107	25
9-12	167	120	17
Total	818	490	100
Percent of Classroom Need Based on 1990 Age Distribution:			
K-6	60.88%	53.67%	58.00%
7-8	18.70%	21.84%	25.00%
9-12	20.42%	24.49%	17.00%
Total	100.0%	100.0%	100.0%

	ARMONA	KETTLEMAN CITY	STRATFORD
Minimum Potential Classrooms:			
K-6	6.7	3.4	2.3
7-8	1.5	1.0	0.7
9-12	1.5	1.0	0.4
Total	9.7	5.4	3.4
Maximum Potential Classrooms:			
K-6	12.9	6.0	4.5
7-8	2.9	1.8	1.4
9-12	2.8	1.8	0.9
Total	18.5	9.6	6.7
Average Number of Students per Household:			0.726
Number of Households Necessary to Generate 30 Students:			41.32
Revenue Generated per 30 Students:			\$175,203

APPENDIX C

Statement of Overriding Consideration



STATEMENT OF OVERRIDING CONSIDERATION

The adoption of the General Plan may result in secondary environmental effects that will or could be significant unavoidable environmental impacts with respect to:

1. Loss of productive agricultural land

Although adopted mitigation measures will substantially lessen these impacts (see Section VI, Mitigation Measures, above), they will not be avoided or reduced to insignificance. Accordingly, Kings County should adopt the following "Statement of Overriding Consideration" for the unavoidable effects of the project:

1. Loss of Productive Agricultural Land

The loss of 709 acres of productive farmland (0.09 percent of the agricultural and grazing land in the county) is arguably a substantial effect that cannot be avoided in connection with the conversion of land from agricultural production to new urban uses such as housing, shopping areas, and employment centers. The loss of productive agricultural land will occur to ensure the development of safe and healthy urban areas, where affordable housing is available. Most residential, commercial, and industrial growth will be absorbed by the cities, but Armona, Kettleman City, and Stratford may also grow, as long as there is capacity in their water and sewer systems. The General Plan designates 709 acres for these purposes in the rural communities. Directing nonagricultural growth to the cities and three rural communities will ensure compact urban development, minimizing the loss of irreplaceable farmland. Smaller lots, served by such urban services as community water and sewer systems, can concentrate more housing, shopping, and employment areas onto a given amount of land, thereby minimizing the loss of this resource.

APPENDICES

APPENDIX 1: INTRODUCTION

Table 1
KINGS COUNTY GENERAL PLAN INVENTORY

The following is a list of documents which comprises the Kings County General Plan, as required by Section 65300 of the California Government Code:

A. Land Use Element

1. 1958 - North Kings County Area General Plan
2. 1965 - Kings County General Plan
3. 1985 - Hanford Community General Plan Program
4. 1983 - Lemoore Area General Plan (Updated June, 1982)
5. 1976 - Environmental Resources Management Element, Phase 2
6. 1981 - Corcoran Area General Plan
7. 1982 - South Hanford Area General Plan (ERME-2 Amendment)
8. 1983 - Armona Area General Plan
9. 1984 - Kettleman City Area General Plan
10. 1983 - Stratford General Plan
11. 1990 - 1988 Kings County Hazardous Waste Management Plan,
Chapter VIII: Hazardous Waste Facility Siting
Component of the Land Use Element

B. Circulation Element

1. 1965 - Kings County General Plan
2. 1971 - Circulation Element (Map)
3. 1985 - Hanford Community General Plan Program
4. 1985 - Lemoore Area General Plan (Updated June, 1982)
5. 1981 - Corcoran Area General Plan
6. 1983 - Armona Area General Plan
7. 1984 - Kettleman City Area General Plan

C. Housing Element

1. 1984 - Housing Element Update, by KCRPA *
2. 1992 - 1992 Housing Element (will not be rescinded)

D. Conservation Element

1. 1972 - Environmental Resources Management Element - Phase 1
2. 1976 - Environmental Resources Management Element - Phase 2

E. Open Space Element

1. 1972 - Environmental Resources Management Element - Phase 1
2. 1976 - Environmental Resources Management Element - Phase 2

F. Seismic Safety Element

1. 1974 - Seismic Safety Element, by KCRPA *

G. Noise Element

1. 1977 - Noise Element, by KCRPA *

H. Scenic Highways Element

1. 1975 - Scenic Highways Element, by KCRPA *

I. Safety Element

1. 1977 - Safety Element, by KCRPA *
2. 1990 - 1988 Kings County Hazardous Waste Management Plan;
(Hazardous Waste Management Component of the Safety Element)
(will not be rescinded)

J. Various Minor Amendments to the General Plan Elements

- a. Public Safety Element Amendment (79-01) - Hanford Airport Area of Influence (Res. 79-52)
- b. Land Use Element Amendment (79-02) - South Hanford Industrial (Contadina) from "Agriculture" to "Industrial" (Res. 79-144)
- c. Land Use Element Amendment (79-05) - Fargo and 9 ¼ Avenues area (Dailey) from "Agriculture" to "Rural Residential" (Res. 79-144)
- d. Public Safety Element Amendment (80-06) - Hanford Airport Area of Influence (Res. 81-19)
- e. Circulation Element Amendment (81-03) - 19th Avenue Interchange (Res. 81-89)
- f. Land Use Element Amendment (83-01) - Solid Waste Facility Sites (Res. 83-71)
- g. Armona Area General Plan Amendment (84-02) - North of Armona Land Use designation to Residential Uses (Res. 84-053)
- h. Kettleman City Area General Plan Amendment (87-01) - Land Use designation for Granite Construction Co. at State Highway 41 and 25th Avenue (Res. 87-073)
- i. Kettleman City Area General Plan Amendment (88-01) - Land use designation for Conway Express Trucking Terminal at State Highway 41 and 25th Avenue (Res. 88-015)
- j. Hanford Area General Plan Amendment (89-02) - Land use designation for CVC at 9 5/8th Avenue and Orchard Drive from "Rural Residential" and "Single Family Residential" to "Light Industrial" (Res. 89-XXX)
- k. Armona Area General Plan - Land use designation for desJareins, west of 13th Avenue and south of the Highway 198 frontage road from "Agriculture" to "Rural Commercial" (Res. 92-042)

* Indicates a General Plan element prepared by the Kings County Regional Planning Agency. These elements are of regional significance and not necessarily restricted by jurisdictional boundaries. In each case, the County has independently adopted the element.

Dates: The dates preceding the titles indicate the date of original adoption. Minor amendments are listed separately in Section J.

Table 2
POPULATION BY JURISDICTION AND YEAR
Kings Co., California

YEAR	AVENAL		CORCORAN		HANFORD	LEMOORE	UNINCORP AREAS	LNAS ***	TOTAL *, ***
	CITY **, ****	PRISON ****	CITY ****	PRISON ****					
1930	-	-	1,768	-	7,028	1,399	15,190	-	25,385
1940	-	-	2,092	-	8,234	1,711	23,131	-	35,168
1950	-	-	3,150	-	10,028	2,153	31,437	-	46,768
1960	-	-	4,976	-	10,133	2,561	32,284	-	49,954
1970	-	-	5,249	-	15,179	4,219	39,963	8,512	64,610
1975	-	-	5,700	-	17,750	5,475	39,375	7,952	68,300
1976	-	-	5,714	-	17,995	7,669	37,494	8,125	68,872
1977	-	-	5,775	-	18,300	7,800	38,425	7,964	70,300
1978	-	-	5,773	-	18,876	7,985	38,300	7,785	70,934
1979	-	-	5,775	-	19,350	7,900	37,975	7,777	71,000
1980	3,655	-	5,998	-	20,096	8,293	35,696	6,425	73,738
1981	4,156	-	6,584	-	21,660	9,374	33,635	6,009	75,409
1982	4,195	-	6,713	-	22,414	10,019	33,758	5,962	77,099
1983	4,183	-	6,821	-	22,917	10,191	35,374	7,622	79,486
1984	4,374	-	6,954	-	23,429	10,683	35,244	7,423	80,684
1985	4,368	-	7,034	-	24,335	11,939	35,833	7,781	83,509
1986	4,544	-	7,138	-	24,861	12,645	36,090	7,935	85,278
1987	4,699	-	7,250	-	25,379	12,987	35,420	6,994	85,735
1988	8,340	3,112	7,771	-	26,257	13,164	36,463	7,930	91,995
1989	9,090	3,681	11,060	2,975	29,499	13,387	33,264	7,081	96,300
1990	9,576	4,053	13,380	4,981	30,617	14,082	34,008	7,417	101,663
1991	9,643	3,965	14,387	5,565	32,022	14,022	34,358	7,841	104,432
1992	11,073	5,263	14,075	5,094	33,327	14,319	34,691	7,706	107,485
1993	11,556	5,430	14,752	5,521	34,899	14,903	35,102	7,365	111,212

* 1930 to 1970 population from the U.S. Census. All other years from the Department of Finance annual estimate.

** The City of Avenal incorporated in 1979.

*** LNAS, Avenal State Prison, and Corcoran State Prison populations are calculated by subtracting the SB90 population from the estimated population of the jurisdiction. DO NOT count the LNAS, ASP, or CSP population in the total since they are part of the city and unincorporated county populations.

**** Avenal Prison opened in 1987. Corcoran Prison opened in 1988.

Table 3

**POPULATION ESTIMATE - KINGS COUNTY, CA
FOR THE YEARS 2000, 2010, AND 2020**

POPULATION ESTIMATE AT VARIOUS RATES							
LOW EST. RATE **	HOUSE- HOLD POP. RATE *	1970 TO 1990 RATE **	DOF EST. ***	1980 TO 1990 RATE **	HIGH EST. RATE **	HCD REQ'D RATE **	
Est. Ann. Growth Rate *****:	2.00%	2.08%	2.28%	2.69%	3.24%	4.00%	4.35%
Total County Pop.:	101,469	101,469	101,469	101,469	101,469	101,469	101,469
Prisons Inmate Pop.:	9,305	9,305	9,305	9,305	9,305	9,305	9,305
Total Household Pop.:	92,164	92,164	92,164	92,164	92,164	92,164	92,164
Growth Factor (10 yrs.):	1.2190	1.2286	1.2529	1.3040	1.3756	1.4802	1.5302
2000 Est. Net Pop.:	112,300	113,200	115,500	120,200	126,800	136,400	141,000
2000 Est. Prison Pop.:	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Total 2000 Pop. Est.:	127,300	128,200	130,500	135,200	141,800	151,400	156,000
Growth Factor (20 yrs.):	1.4549	1.4784	1.5387	1.6694	1.8612	2.1601	2.3106
2010 Est. Net Pop.:	134,100	136,300	141,800	153,900	171,500	199,100	213,000
2010 Est. Prison Pop.:	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Total 2010 Pop. Est.:	149,100	151,300	156,800	168,900	186,500	214,100	228,000
Growth Factor (30 yrs.):	1.6824	1.7255	1.8376	2.0884	2.4738	3.1144	3.4542
2020 Est. Net Pop.:	155,100	159,000	169,400	192,500	228,000	287,000	318,400
2020 Est. Prison Pop.:	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Total 2020 Pop. Est.:	170,100	174,000	184,400	207,500	243,000	302,000	333,400

* Without Lemoore NAS Population since 1970

** Including Lemoore NAS Population

*** Calif. Dept. of Finance Estimate, Report 93 P-1, April 1993

**** Estimated annual growth rate for the first 10 years. 20 and 30 year rates are adjusted based on Department of Finance long range estimates.

Source: 1990 U.S. Census, Summary Tape File 1A

California Dept. of Finance, Population Research Unit, Report 93 P-1 dated April 1993.

Table 4

**PROJECTED POPULATION GROWTH BY AREA
KINGS COUNTY, CA**

PLACE	POPULATION 1997 *	# OF HOUSING UNITS*	HOUSE- HOLD SIZE ESTIM.	AREA SQUARE MILES	GROWTH RATE ESTIM. **	YEAR 2000 ESTIM.	YEAR 2010 ESTIM.	YEAR 2020 ESTIM.
Avenal Area	12,328	1,895	3.46	19.1		12,500	14,300	16,500
Avenal City	6,554	1,895	3.46	18.3	2.26%	7,010	8,800	11,000
Avenal State Prison ***	5,774	0	N/A	0.8	FLAT POP.	5,500	5,500	5,500
Corcoran Area	16,774	3,614	3.29	9.5		25,000	27,000	29,500
Corcoran City	9,489	2,924	3.25	4.2	1.72%	9,990	11,800	14,000
Corcoran Fringe	2,400	690	3.48	3.9	1.00%	2,470	2,700	3,000
Corcoran State Prison ***	4,885	0	N/A	1.5	FLAT POP.	12,500	12,500	12,500
Hanford Area	43,778	15,215	2.88	19.4		46,700	60,600	78,900
Hanford City	38,273	13,590	2.82	11.3	2.83%	41,620	55,000	72,800
Other quarters	605	0	N/A	N/A	FLAT POP.	600	600	600
Hanford Fringe	3,300	1,095	3.01	7.5	1.00%	3,400	3,800	4,100
Home Garden	1,600	530	3.02	0.6	1.00%	1,650	1,800	2,000
Lemoore Area	17,799	6,200	2.87	11.6		19,200	24,700	31,900
Lemoore City	16,799	5,865	2.86	5.9	2.64%	18,160	23,600	30,600
Lemoore Fringe	1,000	335	2.99	5.7	1.00%	1,030	1,100	1,300
Armona	3,500	1,020	3.43	2.1	1.42%	3,650	4,200	4,800
Stratford	845	250	3.38	0.7	2.15%	900	1,100	1,400
Kettleman City	1,500	440	3.41	2.6	0.73%	1,530	1,600	1,800
Lemoore NAS ***	5,180	1,590	2.18	26.0	Variable.	7,500	7,500	7,500
Santa Rosa Rancheria	500	150	3.33	0.8	2.57%	540	700	900
Other Kings County	16,000	4,436	3.61	1,294.4	1.00%	16,480	18,200	20,100
TOTAL, less Exclusions ***	104,850	32,529	3.22	1,356		110,050	137,600	171,300
TOTAL *****	118,204	34,810	3.08	1,386.3	2.02%	125,520	153,300	187,300
DOF ESTIMATE *****	118,204	34,810	3.23	1,396		129,800	164,300	202,800

* 1997 Department of Finance Estimate

** Kings Co. Planning Agency, based on Calif. Dept. of Finance growth rates between 1990 and 1997, and includes the excluded populations

** Exclusion include population on military bases and state institutions

*** Estimates rounded to the nearest 100

***** State Department of Finance, Demographic Research Unit Interim County Population Projections, April 1997

Revised: July 29, 1997

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APPENDIX 2: LAND USE

Table 5
LAND USE DESIGNATION EQUIVALENCY CHART

GENERAL PLAN	ZONING ORDINANCE
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URBAN USES

RESIDENTIAL	RESIDENTIAL - R
Very Low (1 unit/acre) Low (1-2 units/acre) Low Medium (2-4 units/acre) Medium (4-7 units/acre) Medium High (7-11 units/acre) High (11-24 units/acre) Very High (24 + units/acre)	One-Family Residential RRE or RRA R-1-20 R-1-12 R-1-8 or R-1-6 Multi-Family Residential RM-3 RM-2 RM-1.5
COMMERCIAL	COMMERCIAL - C
Retail Service Rural Transportation Multiple	Neighborhood Commercial (CN) Central Commercial (CC) Service Commercial (CS) Rural Commercial (CR) Limited Hwy Commercial (CHL) Highway Commercial (CH) Thoroughfare Commercial (CT) Central Commercial (CC) Commercial Service (CS) Highway Commercial (CH)
INDUSTRIAL	INDUSTRIAL - M
Heavy Light	Heavy Industrial (MH) Light Industrial (ML) Planned Industrial (MP)
TRANSITIONAL	TRANSITIONAL - T

RURAL USES

AGRICULTURE	AGRICULTURAL - A
Limited Agriculture General Agriculture North County South County Exclusive Agriculture Public Safety - Lemoore NAS	Limited Agriculture (AL-10) General Agriculture (AG-20) *General Agriculture (AG-40) Exclusive Agriculture (AX-40)
RURAL RESIDENTIAL	RURAL RESIDENTIAL - RA
	Rural Res. Agricultural (RRA) Rural Res. Estate (RRE)

OTHER USES

OPEN SPACE Community Boundary OUTDOOR RECREATION RESOURCE CONSERVATION PUBLIC/QUASI-PUBLIC	AGRICULTURAL, RECREATION, AND NATURAL RESOURCE CONSERVATION RECREATION (O) NATURAL RESOURCE & CONSERVATION (NRC) *PUBLIC FACILITY (PF)
--	--

* New Zone Districts to be Implemented

Table 6
KINGS COUNTY ZONE DISTRICTS

ZONE DISTRICT	PURPOSE	MINIMUM SITE AREA	MAXIMUM HEIGHT	MINIMUM FRONTAGE	YARD REQUIREMENTS			MAXIMUM BUILDING COVERAGE	INTERIOR LOT		CORNER LOT	
					Front	Back	Side		Width	Depth	Width	Depth
AL-10	Buffers between General Agricultural and Urban uses.	10 ACRES	No Limitation	No Restriction	50' from property line, or 80' from street center line	10'	10' on interior sites and 20' on corner lots	No Limitation	330'	---	330'	---
AG-20	To preserve land best suited for General Agricultural uses.	20 ACRES	No Limitation	No Restriction	"	10'	"	No Limitation	330'	---	330'	---
AG-40	Preserves unique lake basin and mountainous land for General Agricultural uses.	40 ACRES	No Limitation	No Restriction	"	10'	"	No Limitation	660'	---	660'	---
AX-40	To preserve land best suited for General Agricultural uses & act as a public safety buffer.	40 ACRES	No Limitation	No Restriction	"	10'	"	No Limitation	660'	---	660'	---
O	Provides for public and private recreational areas and facilities.	1 ACRE	No Limitation	No Restriction	40' from property line, or 70' from street center line	10'	10'/20'/50' Dependent on Site	No Limitation	---	---	---	---
NRC	Protects natural watercourses, sloughs, drainage basins, habitat, etc.	No Limitation	No Limitation	No Restriction	No Limitation	No Limitation	No Limitation	No Limitation	---	---	---	---
RRA	Provides areas with advantage of both urban and rural living.	20,000 Sq Ft	30' Permitted 50' with CUP	40'/60'/100' Dependant on Site	30' from property line, or 60' from street center line	20' (10' more per additional story)	10'/15'/20' Dependent on Site	40%	100'	125'	100'	125'
RRE	As above; however, more restriction on animalkeeping.	30,000 Sq Ft	30'	80' with curb & gutter; 160' without	50' with curb & gutter; 90' without	20' (15' more per additional story)	10'/50'/90' Dependent on Site	40%	160'	150'	160'	150'
R-1-6	Provides for one-family areas at low concentrations.	6,000 Sq Ft	30' Permitted 50' with CUP	60'	20'	10' (10' more per additional story)	5' on interior sites and 10' on corner lots	40%	60'	80'	65'	80'
R-1-8	"	8,000 Sq Ft	"	60'	25'	"	"	40%	70'	90'	75'	80'
R-1-12	"	12,000 Sq Ft	"	60'	25'	"	"	40%	80'	100'	90'	90'
R-1-20	"	20,000 Sq Ft	"	60'	25'	"	"	40%	100'	100'	110'	100'
RM-1.5	Provides Multi-family units in appropriate areas at higher densities.	6,000 Sq Ft	30' Permitted 50' with CUP	50'	15'	10'	5' per story on interior lots; 10' on corner lots	70%	60'	100'	65'	80'
RM-2	"	6,000 Sq Ft	"	50'	20'	10'	"	60%	60'	100'	65'	80'
RM-3	"	6,000 Sq Ft	"	50'	20'	10'	"	50%	60'	100'	65'	80'

ZONE DISTRICT	PURPOSE	MINIMUM SITE AREA	MAXIMUM HEIGHT	MINIMUM FRONTAGE	YARD REQUIREMENTS			MAXIMUM BUILDING COVERAGE	INTERIOR LOT		CORNER LOT	
					Front	Back	Side		Width	Depth	Width	Depth
PF	Intended to preserve land for public uses.	No Limit	30' Permitted 50' with CUP	60'/65'	15'	10'	5' on interior sites and 10' on corner lots	No Limit	60'	100'	65'	80'
PUD	Combines uses into a harmoniously planned development.	No Limit	Per Conditions	Per Conditions	Per Conditions	Per Conditions	Per Conditions	Per Conditions	Per Conditions	Per Conditions	Per Conditions	Per Conditions
PO	Provides professional office area outside of commercial districts.	6,000 Sq Ft	30' Permitted 50' with CUP	60'	15'	10'	5' on interior sites and 10' on corner lots	60%	60'	100'	65'	80'
T	Provides for development of mixed commercial & residential areas.	6,000 Sq Ft	30' Permitted 50' with CUP	50'	15'	10'	5' per story on interior lots; 10' on corner lots	60%	60'	100'	65'	80'
CN	Provides convenience services for neighborhoods.	No Limitation	50'	No Limitation	15'	10' dependent on abutting use	10' dependent on abutting use	*	---	---	---	---
CC	Provides Commercial development in Central Business area.	"	75'	"	---	"	"	*	---	---	---	---
CT	Provides for Commercial uses along major streets and highways.	"	No Limitation	"	5'	"	"	*	---	---	---	---
CS	Provides area for equipment repair and storage facilities.	"	75'	"	5'	"	"	*	---	---	---	---
CHL	Provides convenience areas at controlled access points along highways.	"	50'	"	15'	"	"	*	---	---	---	---
CH	Provides convenience areas along major highways.	"	No Limitation	"	15'	"	"	*	---	---	---	---
CR	Provides commercial establishments for rural communities.	"	50'	"	15'	"	"	*	---	---	---	---
MC	Allows CC, CS, or CH											
ML	Intended for nonintrusive light industries.	"	No Limitation	"	25'	---	---	"	---	---	---	---
MH	Intended for Heavy Industry and Manufacturing.	1 ACRE	No Limitation	"	15'	---	---	"	---	---	---	---

NOTE: If not listed, for each additional story added to a building an additional 10' back yard requirement will be imposed.

- * Site coverage limitations on properties designated Commercial or Industrial are not expressed in percentages. Permitted coverage is controlled by the ability of the site to accommodate required support activities such as landscaping, driveways, offstreet parking, offstreet loading, percolation basins, internal circulation, etc.

Table 7
AVAILABLE RESIDENTIALLY DESIGNATED LAND
(in acres)

RESIDENTIAL DESIGNATIONS	HANFORD FRNG	CORCORAN FRNG	LEMOORE FRNG	ARMONA	STRATFORD	KETTLEMAN CITY	TOTALS
Very Low	206.5	0	0	0	0	0	206.5
Low	168	78.58	129.2	0	44.41	0	420.19
Low Medium	338.5	190.23	213.47	0	0	0	742.2
Medium	34	0	6.96	122.29	0	109.34	272.59
Medium High	0	0	0	0	10.95	0	10.95
High	0	0	0	27.03	14.19	1.43	42.65
Very High	0	0	0	0	0	0	0
TOTAL	747	268.81	349.63	149.32	69.55	110.77	1695.08

Source: Kings County Planning Agency, 1991 Land Use Designation Survey

Table 8
MINIMUM AND MAXIMUM POTENTIAL HOUSING UNITS*

RESIDENTIAL DESIGNATIONS	HANFORD FRNG	CORCORAN FRNG	LEMOORE FRNG	ARMONA	STRATFORD	KETTLEMAN CITY	TOTAL UNITS
Very Low (1 unit per acre)	207	0	0	0	0	0	207
	207	0	0	0	0	0	207
Low (1-2 units/acre)	168	79	129	0	44	0	420
	336	157	258	0	89	0	840
Low Medium (2-4 units/acre)	677	380	427	0	0	0	1,484
	1,354	761	854	0	0	0	2,969
Medium (4-7 units/acre)	136	0	28	489	0	437	1,090
	238	0	49	856	0	765	1,908
Medium High (7-11 units/acre)	0	0	0	0	77	0	77
	0	0	0	0	120	0	120
High (11-24 units/acre)	0	0	0	297	156	16	469
	0	0	0	649	341	34	1,024
Very High (24 + units/acre)	0	0	0	0	0	0	0
TOTAL							
Min. Potential Housing Units	1,188	459	584	786	277	453	3,747
Max. Potential Housing Units	2,135	918	1,161	1,505	550	800	7,068

* Based on the range of housing units allowed in each zone designation, multiplied by available acres in each zone designation.

Source: Kings County Planning Agency, 1991 Land Use Designation Survey

Table 9
POTENTIAL POPULATION INCREASE*

AVERAGE PERSONS PER HOUSEHOLD **	HANFORD FRNG	CORCORAN FRNG	LEMOORE FRNG	ARMONA	STRATFORD	KETTLEMAN CITY	
	2.8	3.3	3.0	3.4	3.4	3.4	
<u>RESIDENTIAL DESIGNATIONS</u>	<u>POTENTIAL POPULATION</u>						<u>TOTALS</u>
VERY LOW							
Minimum	587	0	0	0	0	0	587
Maximum	587	0	0	0	0	0	587
LOW							
Minimum	478	262	381	0	152	0	1,273
Maximum	956	524	763	0	303	0	2,546
LOW MEDIUM							
Minimum	1,925	1,269	1,260	0	0	0	4,455
Maximum	3,851	2,538	2,521	0	0	0	8,910
MEDIUM							
Minimum	387	0	82	1,671	0	1,494	3,635
Maximum	677	0	144	2,925	0	2,615	6,361
MEDIUM HIGH							
Minimum	0	0	0	0	262	0	262
Maximum	0	0	0	0	412	0	412
HIGH							
Minimum	0	0	0	1,016	533	54	1,603
Maximum	0	0	0	2,217	1,164	117	3,498
VERY HIGH							
Minimum	0	0	0	0	0	0	0
							0
TOTAL							
Minimum Potential Increase	3,377	1,531	1,724	2,687	947	1,548	11,815
Maximum Potential Increase	6,071	3,063	3,427	5,142	1,879	2,733	22,314

* Based on potential housing units multiplied by the average persons per household.

** Department of Finance Demographic Research Unit Report E-5 for Kings County, Jan. 1, 1992

Note: Any development in fringe areas will annex to the adjacent city. Therefore, the only County population increases will occur in Armona, Stratford, or Kettleman City.(RR areas)

Source: Kings County Planning Agency, 1991 Land Use Designation Survey

Table 10
COMMERCIALLY DESIGNATED LAND
(in acres)

COMMERCIAL DESIGNATIONS	CORCORAN FRNG	HANFORD FRNG	LEMOORE FRNG	ARMONA	KETTLEMAN CITY	STRATFORD	GRANGEVILLE	TOTALS
Multiple Commercial								
Occupied	0	22	0	0	0	0	0	22
Vacant	0	38	0	0	0	0	0	38
Neighborhood Commercial								
Occupied	0	13	0	0	0	0	0	13
Vacant	0	7	0	0	0	0	0	7
Rural Commercial								
Occupied	0	0	0	30	2	30	4	66
Vacant	0	0	0	80	34	5	1	121
Service Commercial								
Occupied	0	123	0	15	15	0	0	153
Vacant	0	211	0	8	0	0	0	219
Transportation Commercial								
Occupied		9	1	10	27	0	0	47
Vacant	0	33	42	62	105	8	0	251
TOTAL OCCUPIED	0	166	1	55	45	30	4	301
TOTAL VACANT		289	42	151	139	13	1	635

Source: Kings County Planning Agency, 1993 Commercial/Industrial Use Survey

Table 11
INDUSTRIALLY DESIGNATED LAND
(in acres)

INDUSTRIAL DESIGNATIONS	CORCORAN FRNG	HANFORD FRNG	LEMOORE FRNG	ARMONA	KETTLEMAN CITY	STRATFORD	GRANGEVILLE	TOTALS
Light Industrial								
Occupied	21	17	0	5	0	1	0	44
Vacant	59	184	77	27	0	60	0	406
Heavy Industrial								
Occupied	295	342	0	0	106	0	0	743
Vacant	17	405	95	1	78	0	0	597
TOTAL OCCUPIED	316	359	0	5	106	1	0	787
TOTAL VACANT	76	589	172	28	78	60	0	1003

Source: Kings County Planning Agency, 1993 Commercial/Industrial Use Survey

APPENDIX 3: RESOURCE CONSERVATION

The full text of the report, "Biological Resources Survey, Resource Conservation Element Update, Kings County General Plan, May 1993," is incorporated herein by reference, and is available for review at the Kings County Planning Department. Portions of the report pertaining to implementation strategies (section 8.0) are excerpted here.

17. The County guidelines for mitigation should indicate that land acquisition or other habitat protection approaches should focus first on undeveloped lands with intact habitat at or adjacent to established preserves, federal lands with habitat value, and/or other non-federal open space with habitat value that is not expected to be subject to future land development.

8.0 BIOLOGICAL ASSESSMENT CRITERIA (APPLICANT PROJECT EVALUATION PROTOCOL)

This Survey identifies 54 special status plant and animal species that occur in Kings County.

Ten of those species (three plants, Valley elderberry longhorn beetle, blunt-nosed leopard lizard, Swainson's hawk, San Joaquin antelope squirrel, three different kangaroo rats, and San Joaquin kit fox) are federally or state listed and are likely to require biological assessments. All three of the plants, and all of the vertebrates inhabit or forage in native grassland and/or scrub plant communities.

This means that in Kings County, at least at the time this Survey was submitted, there is a fairly simple way to determine whether a Biological Assessment will be required for a project.

Subject to approval by CDFG and USFWS, Kings County Planning Department should consider using the following evaluation process to determine the need for biological assessments for discretionary permits on projects that may impact wetlands or any of the above-noted ten species. The County should also maintain accurate sensitive habitat and species range maps and guidelines, updated as information becomes available.

8.1 RECOMMENDATIONS FOR BIOLOGICAL ASSESSMENT CRITERIA

1. Does the project site fall within or adjacent to known or sensitive habitat areas as determined by a review of the County maps?

NO : No biological assessment required on an Initial Study
YES: Go to #2

2. What habitat types are present on the project site?

Wetland, riparian, marsh, vernal pool: Go to #3
Grassland (below 1,000 feet elevation): Go to #4

3. Will applicant agree to project changes or to standardized mitigation to avoid or reduce impacts to wetlands, riparian habitat, marsh, or vernal pools?

NO : Applicant must conduct biological assessment. If the assessment indicates that there will be potentially significant impacts on wildlife or habitats, then applicant, CDFG, and KCPD will negotiate appropriate changes or mitigation. In lieu of a biological assessment, an EIR may be required. If applicant disputes finding of significance or mitigation requirements, Applicant may appeal requirements to Board of Supervisors.

YES: No biological assessment required. Applicant will negotiate project changes or mitigation (including mitigation monitoring) and schedule project for hearing or action.

4. Will applicant agree to project changes or to standardized mitigation to avoid or reduce impacts to sensitive species and habitat?

NO : Applicant must conduct biological assessment. If the assessment indicates that there will be potentially significant impacts on wildlife or habitats, then applicant, CDFG, and KCPD will negotiate appropriate changes or mitigation. In lieu of a biological assessment, an EIR may be required. If incidental take of threatened or endangered species is likely, permits must also be obtained from the U.S. Fish and Wildlife Service and the Department of Fish and Game. If Applicant disputes finding of significance or mitigation requirements, Applicant may appeal requirements to Board of Supervisors.

YES: No biological assessment required. Applicant will negotiate project changes or mitigation (including mitigation monitoring) and schedule project for hearing or action. Go to 5.

5. Is project within one (1) mile of a known San Joaquin kit fox den?

NO : No mitigation required.

YES: Applicant will carry out standardized mitigation for impacts to San Joaquin kit fox foraging habitat.

When biological assessment or an EIR is completed and reviewed, KCPD will attach appropriate mitigation to the project and will schedule the project for hearings or action by the director.

KCPD will monitor the project for compliance with required mitigation.

APPENDIX 4: OPEN SPACE

APPENDIX 5: CIRCULATION

Table 13
MAINTAINED ROAD MILEAGE IN KINGS COUNTY

JURISDICTION	MAINTAINED MILEAGE	PERCENTAGE OF COUNTYWIDE TOTAL
Interstate	26.72	2.0%
State System	130.57	9.7%
Kings County*	972.28	71.9%
Avenal*	28.8	2.1%
Corcoran*	43.5	3.2%
Hanford*	105.2	7.8%
Lemoore*	44.8	3.3%
TOTAL	1,351.87	100%

* Does not include state or interstate highway mileage.

Source: Kings County Regional Transportation Plan, 1988, Kings County Regional Planning Age

Table 14
TRAVEL TIME TO WORK
KINGS COUNTY, CALIFORNIA

TRAVEL TIME TO WORK	WORKERS 16 YEARS +	% OF WORKERS
less than 5 minutes	2,422	6.7%
5 to 9 minutes	7,578	21.1%
10 to 14 minutes	7,093	19.7%
15 to 19 minutes	6,009	16.7%
20 to 24 minutes	3,500	9.7%
25 to 29 minutes	1,427	4.0%
30 to 34 minutes	3,933	10.9%
35 to 39 minutes	522	1.5%
40 to 44 minutes	854	2.4%
45 to 59 minutes	1,563	4.3%
60 to 89 minutes	853	2.4%
90 or more minutes	179	0.5%
TOTAL	35,933	100%
AVERAGE TRAVEL TIME TO WORK* 17.5 minutes		

* The 1,010 respondents who work at home, and have no travel time to work, are not included
Figures include the population of the cities and unincorporated areas of the County.

Source: 1990 Census of Population and Housing, Summary Tape File 3A

Table 15
INTER-COUNTY TRAVEL ON STATE ROUTES

ROUTE	LOCATION	AVERAGE ANNUAL DAILY TRAVEL			PERCENT CHANGE	
		1972	1987	2005	1972- 1987	1987- 2005
<u>I-5</u>	Kern County Line to SR 41	9,600	21,900	27,200	128.1%	24.2%
	SR 41 to Fresno Co. Line	9,500	22,400	28,100	135.8%	25.4%
<u>SR 33</u>	Kern County Line to Avenal	800	1,250	1,400	56.3%	12.0%
	North of Avenal to I-5	2,100	1,550	3,000	-26.2%	93.5%
<u>SR 41</u>	Kern Co. Line to Excelsior	2,000	4,400	5,300	120.0%	20.5%
	Excelsior to Fresno Co. Line	3,400	4,600	11,000	35.3%	139.1%
<u>SR 43</u>	Tulare Co. Line	1,150	1,800	4,400	56.5%	144.4%
	Fresno Co. Line	4,350	4,800	10,400	10.3%	116.7%
<u>SR 137</u>	Jct. SR 43 N. of Jct Waukena	1,600	2,200	14	37.5%	-99.4%
	Tulare Co. Line	1,200	2,100	3,000	75.0%	42.9%
<u>SR 198</u>	W. LNAS Main Gate to the Fresno Co. Line	1,200	5,700	9,700	375.0%	70.2%
	E. LNAS to Tulare County	5,800	8,000	13,200	37.9%	65.0%
<u>SR 269*</u>	Jct. SR 33	5,100	6,800	73	33.3%	-98.9%
	Fresno Co. Line	2,100	4,000	4,200	90.5%	5.0%

* Entirely within the Avenal city limits

Source: 1988 Kings County Regional Transportation Plan, Kings County Planning Agency

APPENDIX 6: HOUSING

APPENDIX 7: SAFETY

SEISMIC ZONE INFORMATION

In discussing the two major groupings of seismic zones, the following general statements can be made:

1. The Coast Ranges Zones (C1, C2) have low near-surface amplification, but these zones are so close to the San Andreas fault zone that the ground shaking levels will be moderately high.
2. The Valley Zones (V1 through V4) vary with respect to near-surface amplification, roughly from east to west. The highest near-surface amplification occurs in the west valley and decreases to the east because of damping by the thick alluvial section.

The groundshaking characteristics exhibited by the six seismic zones in Kings County are as follows:

Seismic Zone V1 Includes most of the eastern San Joaquin Valley and that portion of Kings County north of a line from Corcoran to a point just to the south of Stratford and just south of NAS Lemoore (see Figure 16). Characterized by a moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex. Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance to either of the fault systems that are expected sources of the shaking is sufficiently great that the effect should be minimal.

Seismic Zone V2 Includes the southcentral and southeastern portion of Kings County. Also characterized by a moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex. Amplification of shaking that would affect low to medium-rise structures is low, and the distance to the San Andreas fault zone is moderate. The combined effect is that shaking is expected to be minimal.

Seismic Zone V3 Includes a small valley portion of Kings County north of the Kettleman Hills to NAS Lemoore, including generally that portion of the County northwest of State Highway 41. Characterized by a thick section of marine and continental sedimentary deposits. Amplification of shaking is reduced by the damping effect of the thick sedimentary section, but the moderate proximity of the San Andreas fault zone results in a moderate increase in expected shaking over that for the east side of the valley.

Seismic Zone V4 Includes the area adjacent to and east of the Kettleman Hills, the Kettleman Plain, and the McGlure Valley area of Kings County. Characterized by a thick section of consolidated sedimentary units overlain by thick unconsolidated alluvial fan deposits. Amplification of shaking is reduced by the damping effect of the thick sedimentary section, but its moderately close proximity to the San Andreas fault zone results in the expectation of moderately high shaking characteristics.

Seismic Zone C1 Includes the Kettleman Hills area of Kings County. Characterized by a thick section of consolidated sedimentary units with a high frequency of exposure. Amplification of shaking is low because of the firm nature of the surface in this area. However, because of its close proximity to the San Andreas fault zone, the combination results in moderate to moderately high shaking characteristics.

Seismic Zone C2 Includes the mountainous portion of southwestern Kings County, which is closest to the San Andreas fault zone. Characterized by a moderately thick section of marine sedimentary rock with a high frequency of exposure throughout the area, with some metamorphics locally, which are of minor importance. Amplification is low but the close proximity of the San Andreas fault zone should result in moderately high to high shaking characteristics.

APPENDIX 8: NOISE

Figure 23
EXISTING HANFORD AIRPORT NOISE CONTOURS



Figure 24
HANFORD MUNICIPAL AIRPORT
2011 CNEL NOISE CONTOURS

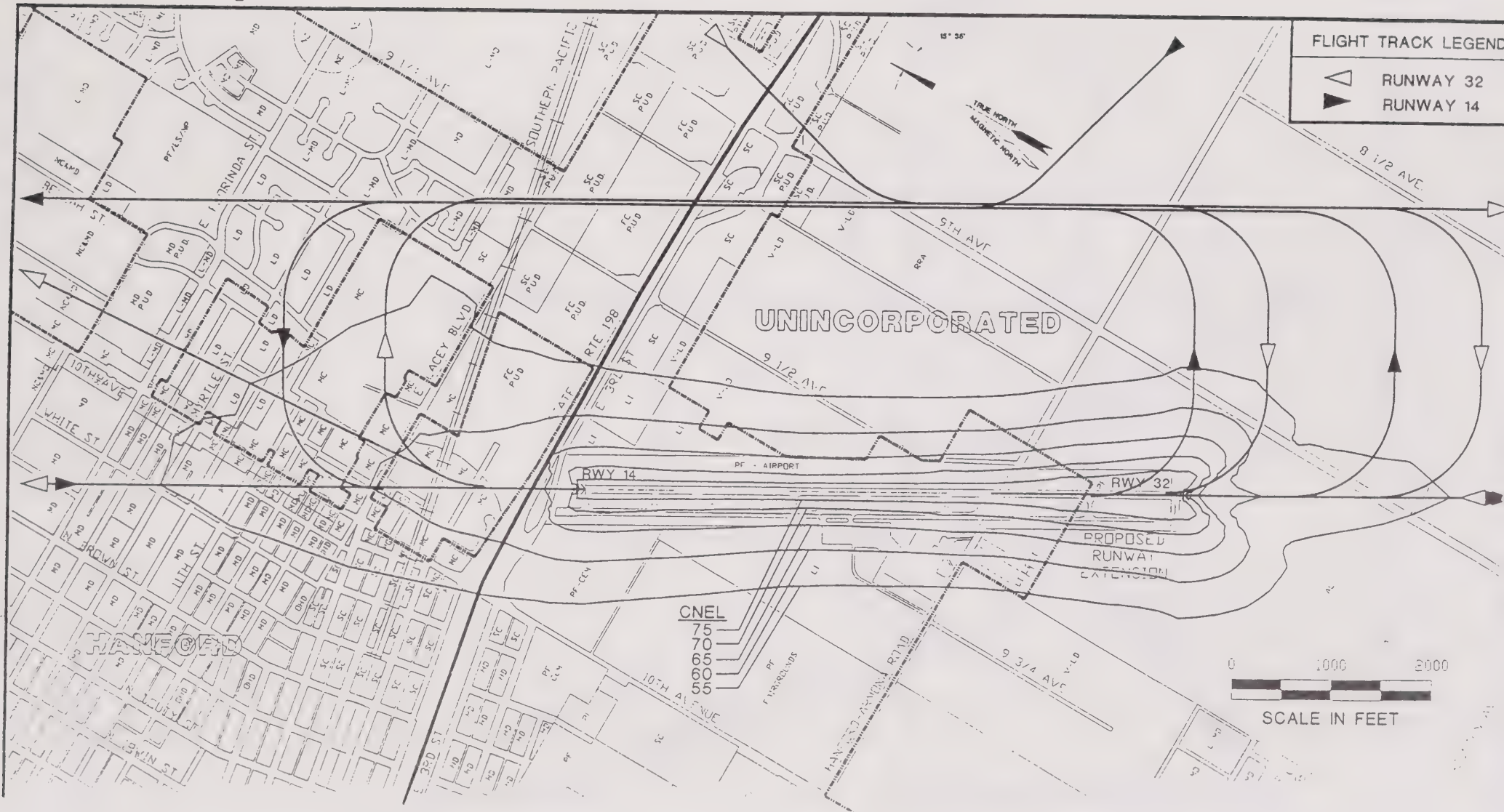


Figure 25
EXISTING CORCORAN & SALYER AIRPORT NOISE CONTOURS



LEGEND

- | | | | |
|--|------------------------------|--|-----------------------|
| | Noise Contour Line (in CNEL) | | Freeway & Interchange |
| | > 70 Decibels | | Expressway |
| | 65-70 Decibels | | Highway |
| | 60-65 Decibels | | Arterial |
| | School | | Collector |
| | | | Minor Road |



Scale
 0 990 1980 3960'

Table 17
RAILROAD NOISE

RAILROAD LINE	# OF OPERATIONS		DISTANCE TO Ldn CONTOURS FROM CENTERLINE OF RAILROAD TRACKS		
	DAY	NIGHT	70 dB	65 dB	60 dB
<u>East-West Tracks</u> San Joaquin Grade Crossing Contour	3	1			
				100'	230'
				200'	375'
<u>North-South Tracks</u> Santa Fe & Amtrack Grade Crossing Contour	19	11			
			240'	425'	775'
			380'	670'	1250'

Note: The number of operations per day varies depending on the economy. The maximum number of trains was used to calculate worst case scenario noise contours.

Figure 26
HANFORD INDUSTRIAL NOISE CONTOURS

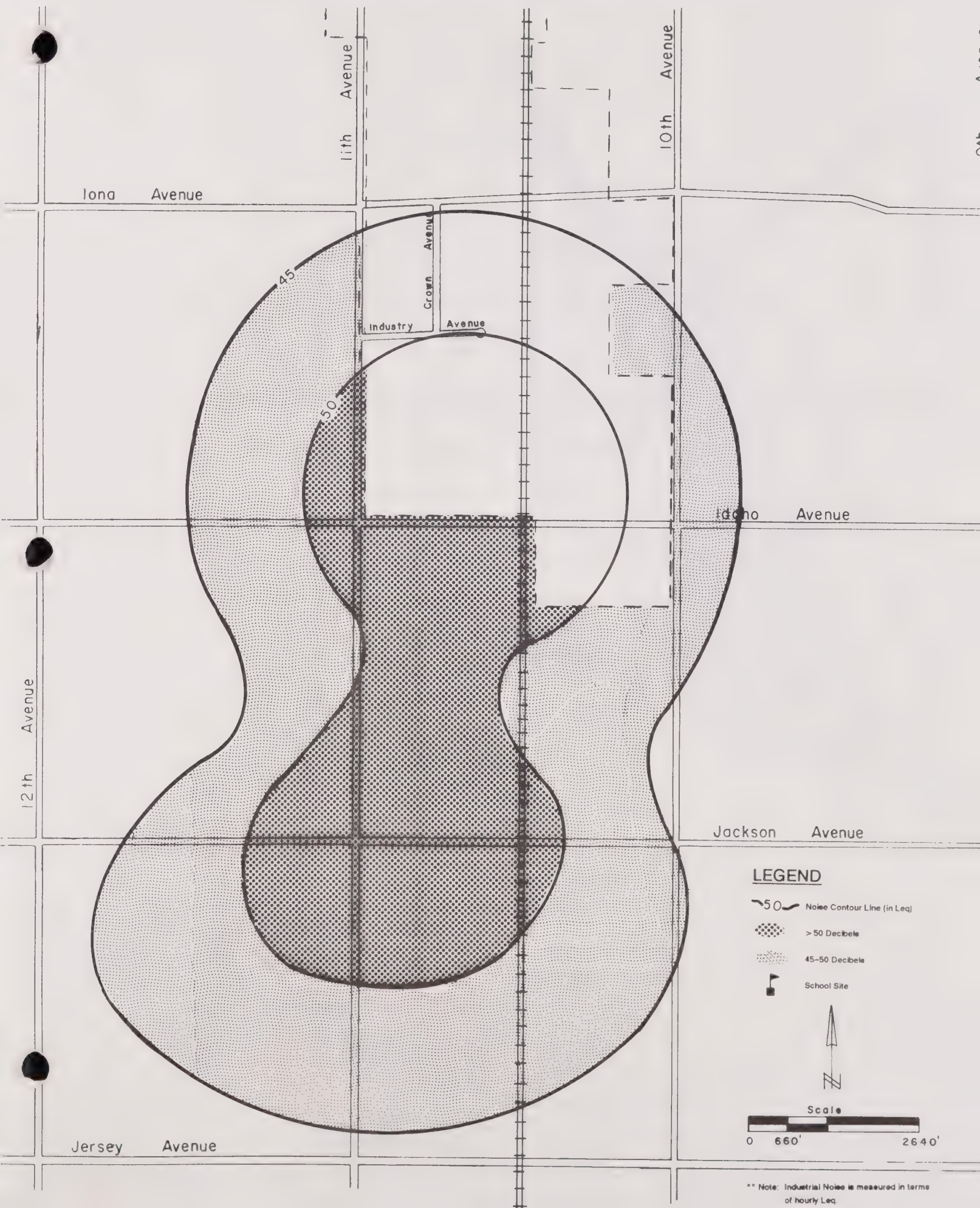
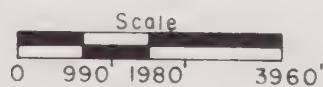


Figure 27
CORCORAN INDUSTRIAL NOISE CONTOURS



LEGEND

- | | | | |
|-------------------------|-----------------------------|--|-----------------------|
| | Noise Contour Line (In Leq) | | Freeway & Interchange |
| > 50 Decibels symbol"/> | > 50 Decibels | | Expressway |
| | 45-50 Decibels | | Highway |
| | School Site | | Arterial |
| | | | Collector |
| | | | Minor Road |



**Note: Contours are only shown outside the Industrial Park

Industrial Noise is measured in terms of hourly Leq.

Figure 28
STRATFORD INDUSTRIAL NOISE CONTOURS

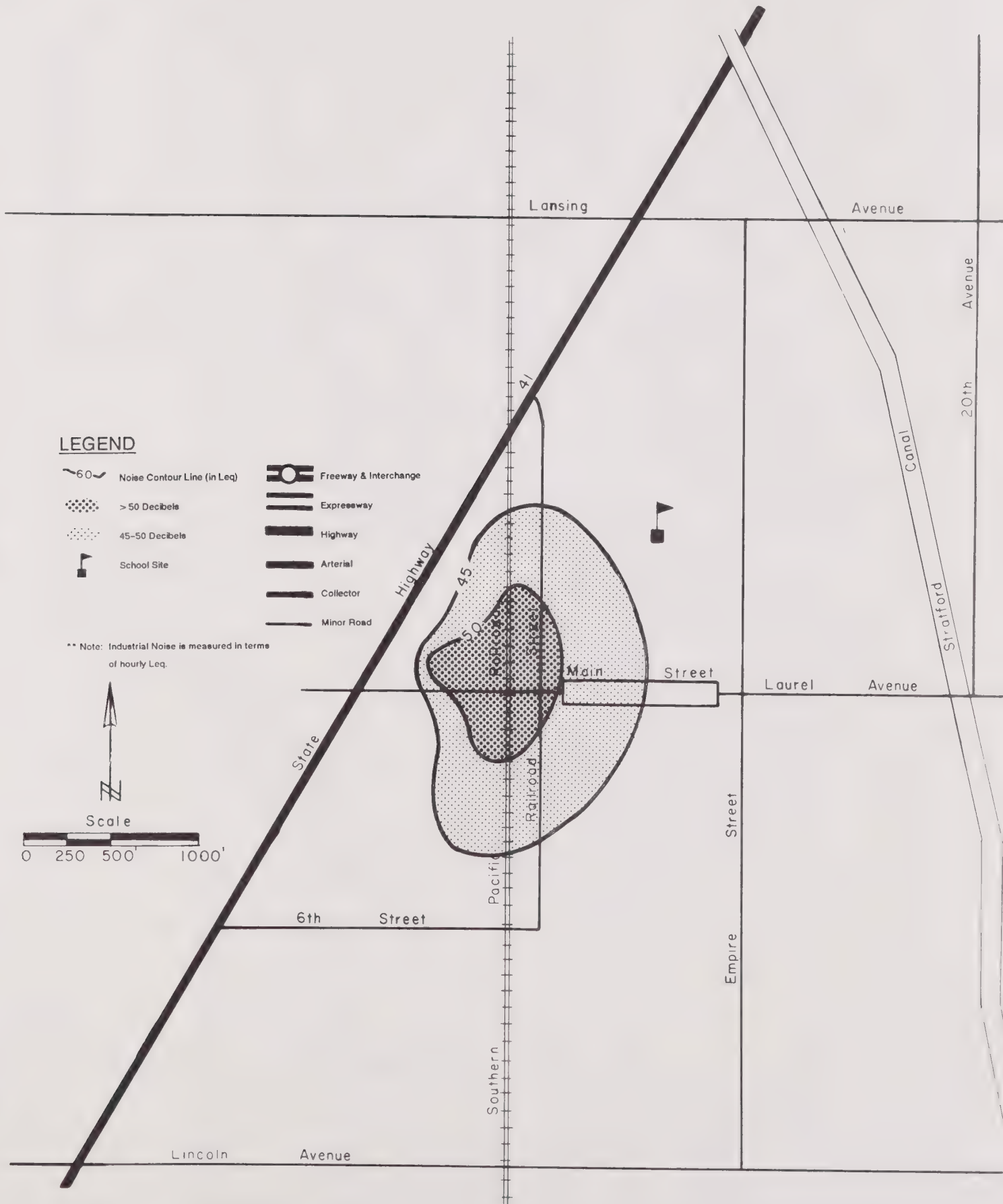





Figure 29
HANFORD RACEWAY NOISE CONTOURS



Table 18
COMPATIBILITY OF LAND USES TO NOISE ENVIRONMENTS

LAND USE RECEPTORS	EXTERIOR NOISE EXPOSURE ALLOWANCES (in decibels (Ldn))	INTERIOR NOISE EXPOSURE ALLOWANCES (in decibels (Ldn))
AGRICULTURAL: Agricultural & Intensive Agricultural Uses	< 70	
	70-75	
	> 75	
COMMERCIAL: Retail sales, Office buildings, Professional services, Commercial business	< 70	
	70-75	
	> 75	
INDUSTRIAL: Industrial, Manufacturing, Utility, and Waste Disposal Facilities	< 70	
	70-75	
	> 75	
INSTITUTIONAL - NOISE SENSITIVE: Schools, Hospitals, Nursing homes, Libraries, Churches	< 65	< 45
	65-70	
	> 70	> 45
INSTITUTIONAL - NON-NOISE SENSITIVE: Auditoriums, Theaters		
	< 70	
	> 70	
OUTDOOR ACTIVITIES: Golf courses, Riding stables, Water recreation, Cemeteries	< 70	
	> 70	
OUTDOOR RECREATION: Playgrounds, Neighborhood parks	< 70	
	> 70	
RECREATIONAL: Outdoor spectator sports activities, Sports arenas/stadiums		
	> 70	
RESIDENTIAL - MULTIPLE FAMILY	< 65	< 45
	65-70	
	> 70	> 45
RESIDENTIAL - SINGLE FAMILY	< 60	< 45
	60-70	
	> 70	> 45
RESIDENTIAL - RURAL RESIDENTIAL	< 65	< 45
	65-70	
	> 70	> 45
TRANSIENT LODGING - MOTELS, HOTELS, RV PARKS, ETC	< 65	< 45
	65-70	
	> 70	> 45

LEGEND

	Acceptable
	Conditionally Acceptable
	Unacceptable
<	Less than
>	Greater than

*Note: The above table applies both to encroachment on new land uses by existing noise sources, and to encroachment by new noise sources on existing land uses.

When noise is measured in hourly Leq, 50 Leq shall be the equivalent standard for 60 Ldn or CNEL.

Table 19
NOISE COMPATIBILITY CRITERIA

Kings County Airport Land Use Compatibility Plan

LAND USE CATEGORY	CNEL, dBA				
	50-55	55-60	60-65	65-70	70-75
Residential					
single family, nursing homes, mobile homes	+	0	-	--	--
multi-family, apartments, condominiums	++	+	0	--	--
Public					
schools, libraries, hospitals	+	0	-	--	--
churches, auditoriums, concert halls	+	0	0	-	--
transportation, parking, cemeteries	++	++	++	+	0
Commercial and Industrial					
offices, retail trade	++	+	0	0	-
service commercial, wholesale trade, warehousing, light industrial	++	++	+	0	0
general manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
cropland	++	++	++	++	+
livestock breeding	++	+	0	0	-
parks, playgrounds, zoos	++	+	+	0	-
golf courses, riding stables, water recreation	++	++	+	0	0
outdoor spectator sports	++	+	+	0	-
amphitheaters	+	0	-	--	--

LAND USE AVAILABILITY

INTERPRETATION/COMMENTS

++	Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
0	Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
-	Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
--	Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Source: Hodges & Shutt (December 1993)

**NOISE EXPOSURE INFORMATION FOR UPDATED
NOISE ELEMENT OF THE KINGS COUNTY GENERAL PLAN**

PREPARED FOR

**KINGS COUNTY PLANNING AGENCY
KINGS COUNTY GOVERNMENT CENTER
HANFORD, CALIFORNIA 93230**

PREPARED BY

**BROWN-BUNTIN ASSOCIATES, INC.
VISALIA, CALIFORNIA 93291**

**FEBRUARY 11, 1993
(Revised March 2, 1993)**

BBA

INTRODUCTION

The purpose of this report is to present noise exposure information for use by Kings County in the updated Noise Element of the Kings County General Plan, and to describe the methodologies used to obtain the information. The noise exposure information is presented in terms of noise exposure contours drawn on maps or tables showing distances from a given location to a noise exposure contour. The noise sources described in this report are traffic on state highways and county roads, airports, industrial facilities and auto racing at the Kings County Fairgrounds.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise.

TRAFFIC NOISE

Existing and future traffic noise exposure were analyzed on specific segments of state highways and county roads that were determined by county staff. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model¹ was used to determine noise exposure from these road segments. Traffic data used in the Model was provided by the Kings County and Caltrans.

The FHWA Model is the analytical method currently favored by most state and local agencies, including Caltrans, for highway traffic noise predication. The Model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicles volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within ± 1.5 dB. The Model assumes a clear view of traffic with no shielding at the receiver location. To predict L_{dn} values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The Calveno² traffic noise emission curves were used as recommended by Caltrans to more accurately calculate noise levels generated by California traffic.

Table I shows the distance from the center of roadways to the existing (1992) and future (2005) 60 and 65 dB L_{dn} contours. Table I also shows the traffic information used in the FHWA Model to calculate the contour distances.

TABLE I

**DISTANCE TO L_{dn} CONTOURS AND TRAFFIC DATA
SELECTED ROADWAYS IN KINGS COUNTY**

Roadway	AADT						Distance to L _{dn} Contours (Feet) ¹			
							1992		2005	
							65 dB	60 dB	65 dB	60 dB
Hwy. 41										
Jct. I5	15400	21175	88/12	5	9	55	185	399	229	493
Jct. Nevada	5100	7013	88/12	4	9	55	87	188	108	233
Hwy. 43										
Corcoran	4100	5638	88/12	4	20	55	103	221	127	273
Jct. Lacey	5300	7288	88/12	6	10	55	95	205	118	253
Hwy. 198										
Jct. 18th	9800	13475	88/12	2	6	55	117	252	145	312
Jct. 14th	16300	22413	88/12	3	7	55	174	374	393	846
I5										
Jct. 41	23600	32313	78/22	3	21	65	496	1069	614	1322
10th Ave.										
S/O Jackson	1739	2391	86/14	2	4	45	27	58	33	72
11th Ave.										
N/O Fargo	3686	5068	89/11	1	2	45	34	74	43	92
12th Ave.										
N/O Grangeville	3698	5085	92/8	1	2	45	31	67	39	83
N/O Hwy. 198	9501	13064	92/8	1	2	45	59	127	73	157
14th Ave.										
N/O Hanford/Armona	4685	6442	92/8	1	2	45	37	79	45	98
Lacey Blvd.										
W/O 12th	6608	9086	93/7	1	2	50	52	113	65	140
W/O 16th	3309	4550	93/7	1	2	50	33	71	41	88

TABLE I (continued)

**DISTANCE TO L_{dn} CONTOURS AND TRAFFIC DATA
SELECTED ROADWAYS IN KINGS COUNTY**

Roadway	AADT						Distance to L _{dn} Contours (Feet) ¹			
							1992		2005	
	1992	2005	D%/N% ²	%MT ³	%HT ⁴	Speed (MPH)	65 dB	60 dB	65 dB	60 dB
Houston Ave.										
W/O County Line	2781	3824	87/13	1	4	45	35	76	43	94
E/O Hwy. 43	5484	7541	87/13	1	4	45	55	119	68	147
E/O 17th	5151	7083	91/9	1	4	45	47	101	58	125
Hanford/Armona Rd.										
W/O Hwy. 43	1693	2328	85/15	1	2	45	23	49	28	61
W/O 14th	4031	5543	89/11	1	2	45	37	79	45	97
Dairy Ave. (6th)										
S/O Pueblo	1487	2045	91/9	3	11	45	30	65	37	80
Front St.										
W/O 14th	2296	3157	94/6	1	2	40	18	38	22	47
E/O 14th	779	1071	93/7	1	4	40	11	23	13	28
Laurel St. (Main)										
W/O 19th	410	564	90/10	1	3	25	5	10	6	12
Excelsior Ave.										
E/O 16th	2536	3487	92/8	1	5	55	39	85	49	105
Grangeville Blvd.										
W/O 14th	3398	4672	87/13	1	2	45	35	74	43	92

¹Distances are from center of roadway²Day/Night traffic split (day is defined as 7am-10pm and night as 10pm-7am)³Medium Trucks⁴Heavy Trucks

Sources: Caltrans and Kings County

AIRPORTS

The two airports evaluated as a part of this study were the Corcoran Airport and Salyer Airport. Following is a description of the operations and estimated noise impacts of each of these airports based upon discussions with airport operators, a review of published airport operations data (where available), and a field inspection of airport facilities.

Corcoran Airport:

The Corcoran Airport is located on the north side of Whitley Avenue just west of 7th Avenue. This is a public use facility with a single runway 3,800 feet long. The runway is oriented in a southeast-northwest direction.

According to Caltrans³, there are presently 13 single engine aircraft based at the airport and approximately 5,000 annual aircraft operations (an operation is a landing or a takeoff). Based on field observations and discussions with the airport operator (Lakeland Dusters-Aviation, Inc.), approximately 85% of aircraft operations at the airport are by crop dusters, most of which have 600 HP radial engines with 2-bladed propellers. Other aircraft operations at the airport include approximately 14% by single engine propeller aircraft, such as the Beechcraft Bonanza or Cessna 172, and 1% by twin engine propeller aircraft such as the Beechcraft Baron. Loaded crop dusters are generally not operated from this facility.

Aircraft generally takeoff to the northwest on Runway 31. Crop dusters land from the northwest on Runway 13, although other types of aircraft generally land from the southeast on Runway 31. Nearly all operations occur during the daytime hours between 7:00 a.m. and 7:00 p.m. Aircraft stay on the west side of the airport while departing from or approaching the airfield, (left hand pattern.)

The 60 dB CNEL contour for existing airport operations has been plotted on a map showing the airport and surrounding area. The location of the contour was calculated using the FAA's Integrated Noise Model⁴, a proprietary data base developed by BBA for crop duster noise levels, and the above-described airport operations factors. Future projections of airport use were not available for analysis from Caltrans or the airport operator. Also shown on the noise exposure map is an area within approximately one-half mile of either end of the runway where maximum noise levels from individual departing crop dusters could exceed 100 dBA. This area may not be suitable for new developments of residential land uses due to high noise levels and the difficulty presented to pilots who are trying to avoid direct overflights of noise-sensitive uses.

Existing land uses in the surrounding area include undeveloped to the north and west and scattered homes to the east and south.

Salyer Airport:

The Salyer Airport is a privately-owned private use airport located adjacent to and west of State Highway 43, south of Whitley Avenue. The runway is about 7600 feet long, and follows a southeast-northwest orientation.

According to an airport representative, there are presently nine (9) aircraft based at the facility, including 6 single engine propeller aircraft (4 of which are aerial application aircraft), 2 twin engine propeller aircraft and a Sabreliner 60 (corporate jet). Since this is a private use airport, details concerning the number of aircraft operations were not available. However, it was stated by the airport representative that aerial application aircraft generally takeoff to the southeast on Runway 14 and land from the southeast on Runway 32 to avoid overflights of populated areas. Other operations generally occur in a northwesterly direction on Runway 32. It was also stated that loaded aerial application aircraft generally do not operate out of the facility. The jet is apparently operated only occasionally.

Without more detailed information concerning aircraft operations, it was not possible to prepare CNEL contours for the airport. However, the area within which maximum noise levels from aerial application aircraft are likely to exceed 100 dBA has been indicated on a map of the airport area. This area is also impacted by high noise levels during operations by the Sabreliner 60 aircraft based at the airport.

Existing land uses in the surrounding area include vacant land to north and east, the City of the Corcoran to the west and Corcoran State Prison to the south.

INDUSTRIAL FACILITIES

Noise exposure information for the industrial noise sources that were selected by the county for study was developed from noise level measurements conducted at reference locations around the noise sources and from previous acoustical analysis conducted by BBA.

Generalized noise exposure contours were prepared for industrial noise sources where it was determined that such contours would be located off the property occupied by the source. The contours do not account for local shielding due to buildings and unusual weather conditions which affect noise propagation. It is intended that the generalized contours be used as a screening device to determine when potential noise-related land use conflicts may occur and when site-specific studies may be required to properly evaluate noise at a given noise-sensitive receiver location.

Kings Industrial Park:

BBA has conducted noise level measurements near the industrial park and measurements of specific industries in and around the industrial park (GWF, Contadina, Armstrong, etc.) at various times from 1986 through 1991^{5,6}. The noise exposure contours shown on the map of the industrial park represent a compilation of this information, and are in terms of typical hourly L_{eq} values during the night or early morning. The contours represent conditions when there is a typical wind drift of about 3 mph from the northeast.

Corcoran Industrial Park:

Noise level measurements in terms of L_{eq} were conducted at several locations around the industrial park during the night of February 3, 1993. Since noise levels from the industries were perceived to be very steady, it can be assumed that the measurements represent typical 1-hour nighttime noise levels. From the measurements it was possible to estimate the generalized hourly L_{eq} 45 and 50 dB noise exposure contours that are shown on the map of the industrial park.

Crisp Grain Mill:

Noise levels contours of the Crisp Grain Mill in Stratford were based on BBA noise level measurements of the mill conducted in 1989⁷. The generalized noise contours of the mill shown on the Stratford map are in terms of hourly L_{eq} 45 and 50 values.

AUTO RACES AT KINGS COUNTY FAIRGROUNDS

Noise level contours of auto races at the Kings County Fairgrounds were based on BBA noise level measurements of racing at the Tulare County Fairgrounds at a site approximately 3/4 mile from the fairgrounds. Noise levels produced by racing events can be extremely variable due to the number of racing vehicles, type of racing vehicles and duration of actual racing during a 1-hour period. Atmospheric conditions (wind, temperature, humidity, inversions, etc.) also affect noise propagation. Therefore, the raceway noise contours at the Kings County Fairgrounds are shown with a ± 5 dBA range to account for this variability.

Respectfully submitted,



Bill C. Thiessen
Senior Consultant

BCT:dw/92-070

REFERENCES

1. U.S. Department of Transportation, Federal Highway Administration, *FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108)*, 1978.
2. Memorandum from Caltrans Office of Transportation Laboratories to District Directors Regarding California Vehicle Noise Emission Levels, February 28, 1985.
3. Caltrans, *California Aviation System Plan*, August 1990.
4. U.S. Department of Transportation, Federal Aviation Administration, *Integrated Noise Model, Version 3, Revision 1*, June 1992.
5. Brown-Buntin Associates, Inc., *Acoustical Analysis and Recommendations for Performance Noise Level Standards, Kings Industrial Park, Hanford, California*, February 12, 1987.
6. BBA, Various Reports and Letters to GWF and their Consultants Regarding the Hanford Cogeneration Plant, November 20, 1990 to October 10, 1991.
7. BBA, *Acoustical Analysis, Proposal Roller Mill, Kings Industrial Park*, April 11, 1989.

APPENDIX A

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

CNEL: Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

DECIBEL, dB: A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

L_{dn} : Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{eq} : Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.

NOTE: CNEL and L_{dn} represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour.

L_{max} : The maximum noise level recorded during a noise event.

L_n : The sound level exceeded "n" percent of the time during a sample interval (L_{90} , L_{50} , L_{10} , etc.). L_{10} equals the level exceeded 10 percent of the time.

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and L_{dn} contours are frequently utilized to describe community exposure to noise.

SEL or SENEL: Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SOUND LEVEL: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

BOARD OF SUPERVISORS RESOLUTION OF ADOPTION'
PLANNING COMMISSION RESOLUTION OF APPROVAL
NOTICE OF DETERMINATION

BEFORE THE BOARD OF SUPERVISORS
COUNTY OF KINGS, STATE OF CALIFORNIA

IN THE MATTER OF ADOPTING THE)
"1993 KINGS COUNTY GENERAL PLAN")

RESOLUTION NO. 93-129
Re: 1993 Kings County
General Plan

* * * * *

WHEREAS, the California Government Code, Section 65300, requires that the planning agency of each county or city shall prepare and the legislative body shall adopt a comprehensive, long-term general plan for the physical development of the county or city; and

WHEREAS, the Kings County Planning Agency, at the direction of the Kings County Board of Supervisors, began the process of consolidating and updating the Kings County General Plan into a single document in 1991; and

WHEREAS, the draft "1993 Kings County General Plan Update" has been prepared by the Kings County Planning Agency in accordance with the provisions of the California Government Code; and

WHEREAS, the Kings County Planning Agency researched the current General Plan to ensure that it is consistent with current law, is internally consistent, consolidates and coordinates policies from one element to another, and addresses the needs of the county and of the people who live and work here; and

WHEREAS, an Environmental Impact Report (EIR) was prepared for this project in compliance with the procedural requirements of the California Environmental Quality Act (CEQA), was circulated for public review and comment, and was recommended by the Kings County Environmental Review Committee as adequate for the use of the Kings County Planning Commission and Board of Supervisors for this project; and

WHEREAS, a public hearing held by the Planning Commission on November 16 and 22, 1993, was noticed according to the requirements of California Government Code 65090 et seq, and public testimony was heard; and

WHEREAS, the Planning Commission duly reviewed the draft "1993 Kings County General Plan Update"; written and oral comments and testimony from the public and interested governmental agencies; and recommended changes to the draft plan; and

WHEREAS, in accordance with the provisions of Government Code Section 65354, the Commission made a written recommendation to the Kings County Board of Supervisors on the final adoption of the General Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Kings County Board of Supervisors:

A. Certifies that the final Environmental Impact Report has been completed and considered.

1. Completion of the Final EIR was in compliance with CEQA:

- a. The Environmental Impact Report (EIR) was prepared after Notice of Preparation was given on May 5, 1993.
- b. The draft EIR was prepared as a part of the General Plan pursuant to CEQA Guidelines Section 15166 and published as a chapter in the General Plan.
- c. The draft General Plan, including the draft EIR, was circulated for public review and comment between August 23, 1993, and October 15, 1993.
- d. The final EIR includes the draft EIR, comments received during the public comment period, and responses to the comments. The comments and responses are found in Section 5 of the staff report provided to the Board on December 10, 1993.

2. The Board considered the final EIR:

- a. Each Supervisor received for review a copy of the draft EIR in August 1993, and a copy of the proposed final EIR on December 10, 1993.
- b. The Board reviewed the proposed final EIR during the presentation of the staff report on December 21, 1993, and during the public hearing and deliberations prior to its action on the General Plan Update.

3. The Board approves and adopts the mitigation measures identified in the draft EIR and the final EIR.

4. The mitigation monitoring program required by Public Resources Code Section 21081.6 consists of those monitoring measures and programs specifically identified in Section 4 of the EIR. The Kings County Planning Director is charged with implementation and coordination of these monitoring measures and programs.

B. Makes the following findings pursuant to CEQA:

All identified significant environmental impacts will be reduced to insignificant levels by the mitigation measures identified in the draft EIR and final EIR, except as follows:

The Board finds that two significant effects on the environment which cannot be mitigated to less than significant levels will occur if the General Plan is adopted by this Board.

The General Plan is a set of policies and programs which govern the physical development of the county. The General Plan requires that certain criteria be met before development may occur. General Plan policies and programs are mitigation measures which are designed to eliminate significant adverse effects on the environment and on the people who live and work in Kings County. These policies are also designed to coordinate the expenditure of public funds to serve the physical development needs of the county.

However, the growth of the county as it provides new housing, shopping, and employment opportunities for those people expected to live here in the future will consume land that is currently being farmed. This will result in a permanent loss of productive farmland. The General Plan itself is designed to make this loss as limited as possible, and certain changes from the previous General Plan are included to ensure that the effect is reduced as much as possible.

C. Makes the following "Statement of Overriding Consideration":

Section 15093 of the CEQA Guidelines requires that, in determining whether to approve a project, decisionmakers balance the benefits of a proposed project against its unavoidable environmental risks. If the benefits of a project outweigh its unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable.

When a public agency allows the occurrence of a significant adverse environmental effect which is identified in the Final EIR but which is not at least substantially mitigated, the agency shall state in writing specific reasons to support its action, based on the final EIR and/or other information in the record.

STATEMENT OF OVERRIDING CONSIDERATION

The adoption of the General Plan may result in secondary environmental effects that will, or could, cause significant unavoidable environmental impacts. These effects are:

1. Loss of productive agricultural land
2. Reduction in air quality

Although adopted mitigation measures will substantially lessen these impacts, they will not be avoided or reduced to insignificance. Accordingly, the following "Statement of Overriding Consideration" regarding the unavoidable effects of the project is adopted:

1. Loss of Productive Agricultural Land

The loss of 800 acres of productive and potentially productive farmland, representing 0.09 percent of the land in the county (330 acres designated for residential use, 304 acres for commercial use, and 166 acres for industrial use) is arguably a substantial effect that cannot be avoided in connection with the conversion of land from agricultural production to new urban uses such as housing, shopping areas, and employment centers. This loss of productive agricultural land will occur in order to ensure the development of safe and healthy urban areas where affordable housing is available.

Most residential, commercial, and industrial growth will be absorbed by the cities, but the unincorporated communities of Armona, Kettleman City, and Stratford may also grow as long as there is capacity in their water and sewer systems. The General Plan designates 800 acres for these purposes in the rural communities. Directing nonagricultural growth to the cities and three rural communities will ensure compact urban development, minimizing the loss of irreplaceable farmland. Smaller lots served by such urban services as community water and sewer systems can concentrate more housing, shopping, and employment areas onto a given amount of land, thereby minimizing the loss of this resource.

2. Reduction in air quality

Adoption of this General Plan does not significantly change the land use policy of Kings County from the previous General Plan. This General Plan includes various new air quality mitigation measures; however, these

measures do not reduce the effect to an insignificant level since the San Joaquin Valley is a nonattainment area for certain emissions.

Action by Kings County to approve projects under this General Plan must include consultation with the San Joaquin Valley Unified Air Pollution Control District as to the effects of the projects on air quality, and any effects must be mitigated to the satisfaction of the Air District.

County planning staff will coordinate with the Air District to ensure this process is carried out.

D. Adopts the "1993 KINGS COUNTY GENERAL PLAN"

Pursuant to Government Code Section 65354, the Kings County Board of Supervisors adopts the "1993 KINGS COUNTY GENERAL PLAN" as specified below.

The "1993 KINGS COUNTY GENERAL PLAN" shall include the following:

1. The "1993 KINGS COUNTY GENERAL PLAN," as approved by the Kings County Planning Commission, except as modified by the changes in Attachment 1 of this Resolution; and
2. The supporting reference documents to the "1993 KINGS COUNTY GENERAL PLAN."

E. Rescinds all previously adopted Kings County General Plan components, elements, and amendments EXCEPT the "Kings County Hazardous Waste Management Plan," adopted September 25, 1990, by Kings County Board of Supervisors Resolution No. 90-117; and the "1992 Housing Element," adopted July 28, 1992, by Kings County Board of Supervisors Resolution No. 92-101.

The foregoing Resolution was approved on a motion by Supervisor Bezerra, seconded by Supervisor Edwards, at a meeting of the Kings County Board of Supervisors on the 28th day of December, 1993, by the following roll call vote:

AYES: Supervisors Bezerra, Edwards, Hammond, Meirelles, Kinney
NOES: None
ABSENT: None

/S/ NICK KINNEY

Nick Kinney, Chairman
Kings County Board of Supervisors

WITNESS, my hand and seal this 28th day of December, 1993.

/S/ ROSIE MARTINEZ

Rosie Martinez, Clerk
Kings County Board of Supervisors

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STATE OF CALIFORNIA,) COUNTY OF KINGS) ss.
I, ROSIE MARTINEZ, Clerk of the Board of Supervisors of said County and State, do hereby certify the foregoing to be a full, true and correct copy of the original thereof on file in my office.
Witness my hand and <u>28th</u> day of <u>Dec</u> , 19 <u>93</u>
Seal of said Board, this <u>28th</u> day of <u>Dec</u> , 19 <u>93</u>
ROSIE MARTINEZ Clerk of the Board of Supervisors
By <u>Margaret Figueroa</u> , Deputy Clerk

ATTACHMENT NO. 1

1993 KINGS COUNTY GENERAL PLAN

The following are the changes made by the Kings County Board of Supervisors to the approved 1993 Kings County General Plan recommended by the Kings County Planning Commission.

LAND USE ELEMENT -

1. Change Figure 5 - "Proposed Land Use Map of Hanford Fringe" on page LU- 26 as follows:

Show the frontage along the east side of 10th Ave from Crass Street to Cary Street as MIXED COMMERCIAL.
2. Change Figure 6 - "Proposed Land Use Map of Lemoore Fringe" on page LU- 28 as follows:

Show the land use designation for the territory between 17th Avenue and the Lemoore Canal from Hanford-Armona Road to the SPRR as RESIDENTIAL - VERY-LOW DENSITY.
3. Add Land Use Program 12 to the Land Use Element, Section V., Implementation, to read:

"LAND USE PROGRAM 12:

Conduct a land use study of the land on the east side of State Highway 41 between ½ mile south of Grangeville Blvd. and the Kings Rest Motel (south of Halls Corner) to determine the best land use designation for this area."

OPEN SPACE ELEMENT -

1. Change Policy 24b on page OS-7, to read:

"Policy 24b: Between Lacey Boulevard and the Southern Pacific Railroad tracks, the boundary line between the Hanford and Armona Planning Areas runs approximately one eighth of a mile east of 13th Avenue; at the Southern Pacific railroad tracks the line runs west to the Last Chance Ditch; at the Last Chance Ditch the line runs south along the canal to the easterly extension of Hood Avenue, as shown in Figure 13.

At the Hood Avenue alignment the boundary runs west to 13th Avenue where the line splits and runs south and west as follows: One line runs west along Hood Avenue to Mussel Slough, then southwest along Mussel Slough to 14th Avenue, then south along 14th Avenue to Houston Avenue. The other line runs south along 13th Avenue to Houston Avenue. The purpose of the split is to surround and protect the Armona Community Services District sewer treatment plant and ponds from encroaching development."

BEFORE THE PLANNING COMMISSION
COUNTY OF KINGS, STATE OF CALIFORNIA

IN THE MATTER OF APPROVING THE "1993
KINGS COUNTY GENERAL PLAN", AND
RECOMMENDING ITS ADOPTION BY THE KINGS
COUNTY BOARD OF SUPERVISORS

RESOLUTION NO. 93-03

Re: 1993 Kings County General Plan

* * * * *

WHEREAS, the California Government Code, Section 65300, requires that the planning agency of each county or city shall prepare and the legislative body shall adopt a comprehensive, long-term general plan for the physical development of the county or city; and

WHEREAS, the Kings County Planning Agency, at the direction of the Kings County Board of Supervisors, began the process to consolidate and update the Kings County General Plan into a single document in 1991; and

WHEREAS, the draft "1993 Kings County General Plan Update" has been prepared by the Kings County Planning Agency in accordance with the provisions of the California Government Code; and

WHEREAS, the Kings County Planning Agency researched the current General Plan to ensure that it is consistent with current law, is internally consistent, consolidates and coordinates policies from one element to another, and addresses the needs of the county and the people who live and work here; and

WHEREAS, an Environmental Impact Report (EIR) was prepared for this project in compliance with the procedural requirements of the California Environmental Quality Act (CEQA), which was circulated for public review and comment, and was recommended by the Kings County Environmental Review Committee as adequate for the use of the Kings County Planning Commission and Board of Supervisors for this project; and

WHEREAS, a public hearing was held by the Planning Commission on November 16 and 22, 1993, which was noticed according to the requirements of California Government Code 65090 et seq, and public testimony was heard; and

WHEREAS, this Commission has duly reviewed the contents of the draft "1993 Kings County General Plan Update"; written and oral comments and testimony from the public and interested governmental agencies; and the recommended changes to the draft plan; and

WHEREAS, Government Code Section 65354 requires that the Commission make a written recommendation to the Kings County Board of Supervisors on the final adoption of the General Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Kings County Planning Commission:

A. Certifies that the final Environmental Impact Report has been completed and considered.

1. Completion of the Final EIR was in compliance with CEQA:

- a. The Environmental Impact Report (EIR) was prepared after Notice of Preparation was given on May 5, 1993.
- b. The draft EIR was prepared as a part of the General Plan, pursuant to CEQA Guidelines Section 15166 and published as a chapter in the General Plan.
- c. The draft General Plan, including the draft EIR, was circulated for public review and comment between August 23, 1993, and October 15, 1993.
- d. The final EIR includes the draft EIR; and the comments received during the public comment period and the responses to the comments, both of which are found in Section 5 of the staff report provided to the Commission on November 1, 1993.

2. The Commission considered the final EIR:

- a. Each Commissioner received for review a copy of the draft EIR in September 1993 and a copy of the proposed final EIR on November 1, 1993.
- b. The Commission reviewed the proposed final EIR during the presentation of the staff report on November 16, 1993, and during the public hearing and deliberations prior to the action on the General Plan Update.

B. Makes the following findings pursuant to CEQA:

The Commission finds, and recommends that the Board of Supervisors also find, that only one significant effect to the environment which cannot be mitigated to less than significant levels will occur if the General Plan is adopted as approved by this Commission.

The General Plan is a set of policies and programs which govern the physical development of the county, and require that certain criteria and relationships be met before development may occur. These policies and programs are mitigation measures which are designed to eliminate significant adverse effects on the environment and on the people who live and work in Kings County. These policies are also designed to coordinate the expenditure of public funds to serve the physical development of the county.

However, the growth of the county as it provides new housing, shopping, and employment opportunities for those people expected to live here in the future will consume land that is currently being farmed. This will result in a permanent loss of productive farmland. The General Plan itself is designed to make this loss as limited as possible, and certain changes from the previous General Plan are included to ensure that the effect is reduced as much as possible.

C. Makes the following "Statement of Overriding Consideration":

Section 15093 of the CEQA Guidelines requires that decision makers balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. If the benefits of a project outweigh its unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable.

When a public agency allows the occurrence of a significant adverse environmental effect which is identified in the Final EIR but which is not at least substantially mitigated, the agency shall state in writing specific reasons to support its action based on the final EIR and/or other information in the record.

STATEMENT OF OVERRIDING CONSIDERATION

The adoption of the General Plan may result in a secondary environmental effect that will or could be a significant unavoidable environmental impacts. This effect is:

Loss of productive agricultural land

Although adopted mitigation measures will substantially lessen this impact, it will not be avoided or reduced to insignificance. Accordingly, the following "Statement of Overriding Consideration" for the unavoidable effects of the project is adopted:

1. Loss of Productive Agricultural Land

The loss of 800 acres (330 acres designated for residential uses, 304 acres designated for commercial uses, and 166 acres designated for industrial uses) of productive and potentially productive farmland (0.09 percent of the land in the county) is arguably a substantial effect that cannot be avoided in connection with the conversion of land from agricultural production to new urban uses such as housing, shopping areas, and employment centers. The loss of productive agricultural land will occur to ensure the development of safe and healthy urban areas where affordable housing is available.

Most residential, commercial, and industrial growth will be absorbed by the cities, but Armona, Kettleman City, and Stratford may also grow as long as there is capacity in their water and sewer systems. The General Plan designates 800 acres for these purposes in the rural communities. Directing nonagricultural growth to the cities and three rural communities will ensure compact urban development, minimizing the loss of irreplaceable farmland. Smaller lots, served by such urban services as community water and sewer systems, can concentrate more housing, shopping, and employment areas onto a given amount of land, thereby minimizing the loss of this resource.

D. Approval of the "1993 Kings County General Plan"

The Kings County Planning Commission, pursuant to Government Code Section 65354, approves the "1993 Kings County General Plan" as specified below, and recommends that the Kings County Board of Supervisors adopt it as submitted.

The Commission recommends that the "1993 Kings County General Plan" include the following:

1. Rescission of all previously adopted Kings County General Plan components, elements, and amendments, EXCEPT the "Kings County Hazardous Waste Management Plan," adopted September 25, 1990, by Kings County Board of Supervisors Resolution No. 90-117; and the "1992 Housing Element," adopted July 28, 1992, by Kings County Board of Supervisors Resolution No. 92-101; and

2. The document known as the "Draft 1993 Kings County General Plan Update," as modified by the changes found in Attachment No. 1 of this Resolution, as the "1993 KINGS COUNTY GENERAL PLAN"; and

3. Adopt as supporting reference documents to the "1993 KINGS COUNTY GENERAL PLAN," the documents referred to in Attachment No. 2 of this Resolution.

E. Directs the Secretary of the Planning Commission to present this Resolution and the "1993 KINGS COUNTY GENERAL PLAN," as approved by this Commission, to the Kings County Board of Supervisors for their consideration and adoption.

The foregoing Resolution was approved on a motion by Commissioner WHEATLEY, seconded by Commissioner PICK, at a public hearing held before the Kings County Planning Commission held on the 30th day of November, 1993, by the following roll call vote:

AYES: Commissioners WHEATLEY, PICK, MCBURNEY, TANKERSLEY

NOES: NONE

ABSENT: NONE



Floyd Tankersley, Chairman
Kings County Planning Commission

WITNESS, my hand this 30th day of November, 1993.



William R. Zumwalt, Secretary
Kings County Planning Commission

ATTACHMENT NO. 1

1993 KINGS COUNTY GENERAL PLAN UPDATE

RECOMMENDED CHANGES TO THE GENERAL PLAN PUBLIC REVIEW DRAFT OF THE PLAN

The following changes to the Public Review Draft General Plan document shown below are recommended by the Kings County Planning Commission to be included into the Public Review Draft of the General Plan. Underlined and bolded portions represent recommended new language; portions with the ~~striketrough~~ are recommended for deletion.

BOARD OF SUPERVISORS RESOLUTION:

Replace the draft resolution found in the draft plan with the Board of Supervisors' Resolution which adopts the "1993 KINGS COUNTY GENERAL PLAN".

TABLE OF CONTENTS:

TABLE OF CONTENTS, page viii:

Glossary page ~~xv~~-xvii

Land Use Element
 ~~VI-V~~. Implementation

GLOSSARY, page xxii:

Seiche: A wave that oscillates in lakes, bays, or gulfs from a few minutes to a few hours as a result of seismic or atmospheric disturbances.

INTRODUCTION:

INTRODUCTION, page I-1, paragraph 6, line 3; change to read:

...resulting in a General Plan contained in twenty-seven nine separate elements, components, and amendments....

INTRODUCTION, page I-2, paragraph 4: change to read:

The Kings County General Plan is intended ~~designed~~ to be compatible with plans and policies established by other governmental agencies--local, state, and federal--including all County departments, the four incorporated cities, adjacent and nearby counties, and regional agencies including, but not limited to....

INTRODUCTION, page I-3, paragraph 2, line 2; change to read:

The Kings County General Plan includes the seven mandatory elements plus this introduction, the environmental impact report, appendices, and referenced policies in other documents, as follows...."

INTRODUCTION, page I-3, paragraph 3, line 3; change to read:

...The Housing Element, however, is required by state law to be updated again in 1997.
Other documents included by reference are:

Kings County Regional Transportation Plan
Kings County Integrated Waste Management Plan
Kings County Hazardous Waste Management Plan
Air Installation Compatible Use Zones (AICUZ) Study (LNAS)
Guide for Traffic Impact Studies
Five County Seismic Safety Element
Biological Resources survey
maps of current routes of the Kings Area Rural Transit (KART) /Corcoran Dial-a-Ride systems

INTRODUCTION, page I-6, Section D.; paragraph 1; change to read:

...[see Appendix 1, Tables 2, ~~and~~ 2A, and 2B for more detailed information on population].

LAND USE ELEMENT:

LAND USE ELEMENT, page LU-3; add new paragraph 4 as follows:

The general plan policies of the incorporated cities of Avenal, Corcoran, Hanford, and Lemoore are not affected by the Kings County General Plan. This General Plan recognizes the internal policies of each city's general plan but neither adopts nor rejects any of them.

LAND USE ELEMENT, page LU-3, Objective 1.1; change to read:

Objective 1.1: Require new development in city fringe areas [except a single-family houses on an existing lots] to annex to the city....

LAND USE ELEMENT, page LU-3, Policy 1a; change to read:

Policy 1a: Require urban growth to be contiguous to existing urban development and to annex to a city or community services district. Once territory is annexed into an incorporated city, that city's general plan policies shall supersede the County's general plan policies for that area.

LAND USE ELEMENT, page LU-4, change Policy 1k to read

Policy 1k: Require developers, as determined by the appropriate school district, to participate in financing the construction of school facilities made necessary by their development.

LAND USE ELEMENT, page LU-5, Delete Policy 1l.

LAND USE ELEMENT, page LU-7, Policy 3d, change to read:

Policy 3d: Where necessary to prevent land use conflicts, ensure that the new users are properly buffered and landscaped. Where industrial and service commercial development is located adjacent to, or across the street from, existing residential

uses, or areas designated for residential a seven (7) decorative concrete block wall and landscaping shall be required, and access points through the wall to the development shall be limited to one every 800 feet, and where possible aligned with other streets to reduce noise, traffic and safety issues.

LAND USE ELEMENT, page LU-9, D. Transitional Areas; change to read:

Areas designated—Transitional that consist of a mixture of residential and professional/business office uses at the boundary between areas designated Residential and Commercial shall be designated either Residential or Commercial. Where these mixed uses are identified, the Transitional zone designation shall be used to allow both uses to continue without nonconforming status until a more definite development trend is established. It is the County's policy that the General Plan and specific development trends be reviewed at least every five years to evaluate the appropriateness of continued Transitional designation, and that, when deemed appropriate, a specific zone designation of either Residential or Commercial, whichever is most compatible with predominant existing uses in the area, be applied.

LAND USE ELEMENT, page LU-10, A. Agriculture:

Additional study of Agricultural Land Use is recommended. See IMPLEMENTATION: LAND USE PROGRAM 11 below.

LAND USE ELEMENT, page LU-10, A. Agriculture, paragraph 1; change to read:

Agricultural production is a major component of Kings County's economy. Economic pressure and economic advantages have influenced many ~~farmers~~ landowners to divide their land and sell it for nonagricultural ~~urban~~ residential uses, resulting in large numbers of non-farm residential uses on good farmland.

LAND USE ELEMENT, page LU-10, last paragraph, line 4; add the following information:

Tulare Lake Area [Kansas Avenue to I-5/California Aqueduct]:	80- 40 acres
Foothills [south and west of I-5/California Aqueduct]:	160- 40 acres

LAND USE ELEMENT, page LU-13, Insert new Objective 8.3, and new Policies 8e and 8f, as follows:

Objective 8.3: Family farming may include two or more generations farming the same land. Additional housing units may be allowed in those cases where more than one generation is actively engaged in farming the land. This may be accomplished through a special permit process consistent with the goal that a residential use on farmland is incidental to the farming operation and is exclusively for the use of those who are actively engaged in farming the land.

Policy 8e: Allow divisions of land, including divisions that create a separate ownership, for those who are farming the land, of not less than one [1] acre in area for the purpose of financing a farm home. Such a division shall include restrictions that tie the new parcel to the parent parcel by the use of recorded joint management agreements and declarations of intent that the division is not for sale to another party. Such agreements and declarations shall include an acknowledgment of penalties for an unlawful conveyance of the undersize parcels and the parent parcel contains at least the minimum area required in the zone district in which it is located.

Policy 8f: Allow the division of the actual residence of a retiring farmer to enable the farmer to retain his or her farm home separate from the agricultural acreage, as long as the acreage of the parcel prior to the division is at least the minimum acreage required in that zone district, and has been continuously owned by the divider for at least the last seven [7] years, or other time period as may be required by law, whichever is the greater.

LAND USE ELEMENT, Page LU-15, "Rural Residential," Paragraph 2:

In order to eliminate new conflicts between agricultural and nonagricultural interests, the County will not designate additional areas for Rural Residential use, except when a proposed change advances or protects another General Plan goal better than an agricultural designation.

LAND USE ELEMENT, page LU-15, add new Policy 10d:

Policy 10d: Consider exceptions to this prohibition only in those instances where a Rural Residential designation clearly advances or protects another General Plan goal better than an agricultural designation. Assure that residents of such areas are assessed for the cost of additional service through zone-of-benefit assessments commensurate with the additional costs incurred in delivering services to locations not contiguous with existing urban, rural community, or rural residential areas.

LAND USE ELEMENT, page LU-15, C. Floodplain Management; revise paragraph 1 and add a new paragraph 2, as follows:

...maps published by the Federal Emergency Management Agency (FEMA) showing local areas subject to flood hazard [see Figure 11].

Figure 11 shows the general floodplain areas as they exist in 1993; however, the latest published FEMA maps are the basis for applying floodplain management policies in Kings County, as implemented through Chapter 5A of the Kings County Code of Ordinances [Flood Damage Prevention].

LAND USE ELEMENT, page LU-16, B. Mineral Extraction, paragraph 2; change to read:

...'borrow pits' ~~of sand and gravel~~ for sandy material used as in road construction ~~material~~.

LAND USE ELEMENT, page LU-17, C. Storm Drainage, paragraph 2; line 1, change to read:

County policy as implemented through the "Kings County Improvement Standards" requires ...

LAND USE ELEMENT, page LU-19, Land Use Program 2, paragraph 2; change to read:

~~Amend the Zoning Ordinance so that most Administrative Approvals are handled through either the Site Plan Review or Conditional Use Permit process to eliminate the zoning permit granted by Administrative Approval. Process permits for these uses as either Site Plan Reviews or Conditional Use Permits, based on whether the particular use is subject to review pursuant to CEQA. Generally, those uses which do not require CEQA review should be processed as Site Plan Reviews, and those uses requiring CEQA review should be processed as Conditional Use Permits.~~

Change paragraph 3 to read:

However, retain the provision for smaller lot sizes of the existing ...

Change paragraph 4 to read:

~~Retain~~ Eliminate the existing ... zone district and apply specific zoning that is consistent with the Land Use Element, but ...

LAND USE ELEMENT, page LU-19, Land Use Program 3:

Land Use Program 3:

Modify Agricultural Land Divisions ~~Administrative Approvals~~ to include Declarations of Intent, Acknowledgment of Penalties, and Joint Management Agreements, similar to Williamson Act procedures....

LAND USE ELEMENT, page LU-20; add the following three Land Use Programs to the IMPLEMENTATION section of the Land Use Element:

Land Use Program 9:

Conduct an inventory of all County departments to identify regulatory requirements associated with the land use permitting process, including the appropriate contact person and their statutory jurisdiction.

Land Use Program 10:

After adoption of the General Plan Update, the County will conduct a specific study with the City of Lemoore to address the area bounded by Houston (D Avenue), State Highway 198, and the Lemoore Canal. This area is a community entrance which historically has not been uniformly intensively farmed, and includes small lots and "spot" zoning.

Land Use Program 11:

Staff recommends that, after adoption of the General Plan Update, Kings County prepare an Agriculture Element to be integrated with the Land Use, Open Space, and Resource Conservation Elements.

LAND USE ELEMENT, page LU-23, Figure 4, "Proposed Land Use Map of Corcoran Fringe"; revise as follows:

Change the proposed General Plan designation of the area south of Highway 43 and between Pickerell Avenue and Sweets Canal from Light Industrial to Very Low Density Residential. Change the zoning in this area to Rural Residential.

LAND USE ELEMENT, page LU-24, Figure 5, "Proposed Land Use Map of Hanford Fringe":

1. Indicate with a flag symbol the location of the existing Hanford campus of the College of the Sequoias, north of State Highway 198 and east of 13th Avenue.
2. Indicate with a flag symbol the location of the proposed future site of an additional campus to be constructed by the Kings River-Hardwick Union School District, directly north of Flint Avenue between Douty and Highway 43.

3. Change of designation from Heavy Industrial to Light Industrial for an area that lies south of Houston Avenue for 1/2 mile between the Hanford City limits on the west and a line approximately 1,000 feet west of 10th Avenue on the east (in order to avoid including a parcel abutting the west side of 10th Avenue which is restricted from development under the Williamson Act, and which is designated Limited Agriculture).

LAND USE ELEMENT, page LU-25, Figure 6, "Proposed Land Use Map of Lemoore Fringe":

Staff recommends that, after adoption of the General Plan Update, the County conduct a specific study with the City of Lemoore to address the area bounded by Houston (D Avenue), State Highway 198, and the Lemoore Canal. This area is a community entrance which historically has not been uniformly intensively farmed, and includes small lots and "spot" zoning.

LAND USE ELEMENT, page LU-26, Figure 7, "Proposed Land Use Map of Armona":

1. Indicate with a flag symbol the location of the existing Hanford campus of the College of the Sequoias.
2. Change the existing Heavy Industrial designation to Rural Commercial in an area extending approximately 1000 feet west of 13th Avenue, between the Southern Pacific railroad tracks on the north and Hanford-Armona Road on the south.
3. Change from the existing Medium Density Residential designation to High Density Residential, a 6.9 acre parcel located on the south side of Hanford-Armona Road between 14th and 14-1/2 Avenues.

LAND USE ELEMENT, page LU-26:

Insert new map [Figure 7A] of proposed circulation patterns in the vicinity of 13th Avenue and Highway 198, Armona. The intent is to better carry expected increase in traffic resulting from recommended change of land use designation from relatively passive Industrial to more heavily used Commercial.

LAND USE ELEMENT, page LU-27, Figure 8, "Proposed Land Use Map of Kettleman City":

- Change an approximately 5 acre area, located on the south side of the Kettleman City residential area between Fourth and Sixth Streets, from the existing Medium Density Residential designation to High Density Residential.

LAND USE ELEMENT, page LU-28, Figure 9, "Proposed Land Use Map of Stratford":

Change the existing Transitional designation on the east side of Highway 41 at its intersection with Main Street, to Rural Commercial.

RESOURCE CONSERVATION ELEMENT:

RESOURCE CONSERVATION ELEMENT, page RC-2, II. WATER, paragraph 3, line 5; change to read:

...or other natural lands containing water features ~~or facilities~~.

RESOURCE CONSERVATION ELEMENT, page RC-3, Policy 11c; change first line to read:

Policy 11c: ~~Support measures to~~ Ensure that water users in rural areas do not ...

RESOURCE CONSERVATION ELEMENT, page RC-3, add a new Policy 11e to read:

Policy 11e: Work with other municipalities to acquire surface water as mitigation and offset for future urban growth.

RESOURCE CONSERVATION ELEMENT, page RC-3, Policy 12a, last line; change to read:

Policy 12a: ... Allow farming and other uses on land within the floodway that are consistent with the designated floodway regulations of the State Reclamation Board.

RESOURCE CONSERVATION ELEMENT, page RC-3, Policy 12b; change the second sentence to read:

Policy 12b: ... The only permitted uses on land so designated include uses such as flood control channels..., related incidental structures, and agricultural crop and livestock production that does not include permanent structures.

RESOURCE CONSERVATION ELEMENT, page RC-4, Air Quality:

Staff recommends that, after adoption of the General Plan Update, Kings County conduct an Air Quality study in conjunction with the cities under the auspices of the Kings County Regional Planning Agency. This document should be based on the model Air Quality Element prepared by the San Joaquin Valley Unified Air Pollution Control District and integrated into the General Plan as appropriate.

RESOURCE CONSERVATION ELEMENT, page RC-4, paragraph 2; change to read:

...Gases come primarily from industrial emissions and vehicle exhaust. During windy conditions dust is generated from disturbed and undisturbed ground and may be a major source of particulates.

RESOURCE CONSERVATION ELEMENT, page RC-8, Natural Plant and Animal Communities:

1. Staff recommends that Kings County continue its present procedures relating to the mitigation of impacts on wildlife habitat using the Hansen report [Appendix 3 to the General Plan Update] for guidance as to specific steps to be followed. Under present procedures development projects will, as always, be required to work with the State Department of Fish and Game and the United States Fish and Wildlife Service to mitigate potential impacts to wildlife habitat. Implementation of the Hansen report [Appendix 3] will be County policy for the mitigation of impacts on habitat.

2. After adoption of the General Plan Update, staff recommends that Kings County participate with other agencies throughout the San Joaquin Valley in a Regional Biodiversity Study aimed at adoption of a Habitat Conservation Plan applicable to the entire San Joaquin Valley region. At that point the General Plan can be revisited and changes made to development programs and procedures which may result from the study.

RESOURCE CONSERVATION ELEMENT, Page RC-8; revise as follows:

V. NATURAL PLANT AND ANIMAL COMMUNITIES

A. Natural Plant and Animal Habitats

Natural habitat areas provide food...vital part of the conservation principle. Birds...and invertebrates depend upon favorable natural habitat for their survival.

GOAL 16: Preserve land that contains important natural plant and animal habitats.

Objective 16.1: Require that development in or adjacent to important natural plant and animal habitats be consistent with preservation of ~~the~~ that habitat.

Policy 16a: Require development to locate on sites adjacent to previously developed areas. ~~Discourage~~Require development in areas containing sensitive natural wildlife habitats or relatively undisturbed natural habitat: to be developed consistent with state and federal guidelines.

Policy 16b: Prevent the net degradation of natural plant and wildlife habitat as required by state and federal law.

RESOURCE CONSERVATION ELEMENT, page RC-9; change to read:

Objective 17.1: Maintain compatible land uses in natural wetland habitats....

Policy 17a: Require developers to obtain authorization from the ~~U.S. Army Corps of Engineers~~ appropriate local, state, or federal agency prior to....

Policy 17c: Exempt prior converted wetlands from consideration as wetlands under the County planning process, except as required by state and federal regulation.

RESOURCE CONSERVATION ELEMENT, page RC-9, 2. Riparian Environments; change to read:

Areas along natural streams, or adjacent to other natural bodies of water....

RESOURCE CONSERVATION ELEMENT, page RC-10, Policy 18a; change to read:

Policy 18a: ~~Classify~~ Designate the Kings River as a "riparian corridor," ~~excluding the designated floodway administered by the Kings River Conservation District resource conservation area, implemented by use of the Natural Resource and Conservation zone district.~~

RESOURCE CONSERVATION ELEMENT, page RC-11, Policy 18e; change to read:

Policy 18e: Refer all discretionary permit applications for projects along streams the Kings River and Cross Creek to the appropriate local, state, and federal agencies ~~California Department of Water Resources, the California Department of Fish and Game, and the Federal Emergency Management Agency.~~ Additionally, refer discretionary permit applications for projects along Cross Creek and the Kings River designated floodway to the State Reclamation Board for review and approval.

RESOURCE CONSERVATION ELEMENT, page RC-12, Policy 19c; change to read:

Policy 19c: Maintain to the maximum extent practicable the natural plant communities utilized as habitat...

RESOURCE CONSERVATION ELEMENT, page RC-12, Section C. Freshwater Recreational Fishing:

Recreational fishing in Kings County occurs primarily along the banks of the Kings River ~~designated floodway....Cross Creek, a designated floodway administered by the State Board of Reclamation, offers no facilities to encourage fishing.~~

RESOURCE CONSERVATION ELEMENT, page RC-13, Policy 21a; revise as shown:

Policy 21a: Review proposed biomass energy projects through the conditional use permit process of the County Zoning Ordinance, and ensure that such projects meet all air quality requirements.

RESOURCE CONSERVATION ELEMENT, page RC-15, Implementation; add Programs 6 and 7 as follows:

Program 6:

Participate with other San Joaquin Valley jurisdictions in a Regional Biodiversity Study aimed at adoption of a Habitat Conservation Plan, which is coordinated throughout the entire San Joaquin Valley region with local, regional, state, and federal agencies.

Program 7:

Staff recommends that after adoption of the General Plan Update, Kings County conduct an Air Quality study in conjunction with the cities, under the auspices of the Kings County Regional Planning Agency. This document should be based on the model Air Quality Element prepared by the San Joaquin Valley Unified Air Pollution Control District and integrated into the General Plan as appropriate.

OPEN SPACE ELEMENT:

OPEN SPACE ELEMENT, page OS-3, Objective 23.1; change to read:

Protect and enhance those roadways which cross scenic areas or serve as scenic entranceways to cities and communities.

OPEN SPACE ELEMENT, page OS-6, Figure 13:

1. Change Figure 13 on page OS-6, to show the community boundary line between Hanford and Armona as following 13th Avenue from Hood Avenue south to Houston Avenue.
2. Change the title of Figure 6 to "Proposed Community Boundary".
3. Change the legend to read:

PERMANENT OPEN SPACE FOR THE PROTECTION OF THE ARMONA COMMUNITY SERVICES DISTRICT WASTE WATER TREATMENT FACILITY

4. Change Figure 13 on page OS-6, to show the community boundary line between Hanford and Armona as the territory west of the west line of the COS campus between the SPRR and Hanford-Armona Road.

OPEN SPACE ELEMENT, page OS-7, Policy 24b, change to read:

Policy 24b: Between Lacey Boulevard and the Southern Pacific Railroad tracks, the boundary line runs approximately ~~660 feet~~ one eighth of a mile east of 13th Avenue; at the Southern Pacific railroad tracks the line runs ~~west-east~~ to the west line of the COS campus, then south along the west line of COS campus and its southerly extension to Hanford-Armona Road, then west along Hanford-Armona Road to the Last Chance Ditch; at the Last Chance Ditch the line runs south to the easterly extension of Hood Avenue, as shown in Figure 13.

At the Hood Avenue alignment the boundary runs west to 13th Avenue where the line splits and runs east-south and west as follows: ~~the One~~ line runs west along Hood Avenue to Mussel slough, then southwest along Mussel Slough to 14th Avenue, then south to Houston Ave. The other line runs ~~east along Hood Avenue alignment for approximately 1300 feet, then turns south and continues south on 13th Avenue~~ to Houston Avenue. The purpose of the split is to surround and protect the Armona Community Services District sewer treatment plant and ponds from encroaching development.

This line shall be re-evaluated in the year 2003 to determine whether Armona CSD has provide services to the area west of the line.

OPEN SPACE ELEMENT, page OS-7, Policy 24c, paragraph 2, line 5; change to read:

Policy 24c: ...cannot occur for at least the next ten years, ~~to~~ the year 2003.

OPEN SPACE ELEMENT, page OS-8, paragraph 1, line 1; change to read:

Along the east side of 13th Avenue, from 13th Avenue to the new Hanford campus of the College of the Sequoias, and....

OPEN SPACE ELEMENT, page OS-8, paragraph 5; change to read:

Along the north side of the frontage road that runs between 13th Avenue and Mussel Slough, change ~~zoning~~ the land use designation to 'Rural Commercial'....

OPEN SPACE ELEMENT, page OS-8, Policy 24d; change to read:

Policy 24d: Maintain the existing separation between Lemoore and Armona by preserving the predominantly General Agriculture and Rural Residential uses between 14-1/2 ~~15th~~ and 17th Avenues.

OPEN SPACE ELEMENT, Page OS-14, Implementation, add Open Space Program 3, to read:

OPEN SPACE PROGRAM 3:

Coordinate open space considerations into the Regional Biodiversity Study identified in Resources Conservation Program 6.

CIRCULATION ELEMENT:

CIRCULATION ELEMENT, page CIRC-7, Objective 28.3 and Policies 28i, 28j, 28k, 28m, and 28q:

Change the word "bike" to "bicycle."

CIRCULATION ELEMENT, page CIRC-11, Policy 29a; change to read:

Policy 29a: Ensure that road improvements are coordinated with land use and circulation policies of the County and city General Plans and the Regional Transportation Plan.

CIRCULATION ELEMENT, page CIRC-12, Policy 29j, line 3; change to read:

Policy 29j: ... on existing roads and highways; and to pay ...

CIRCULATION ELEMENT, page CIRC-14, add Circulation Program 4 to read:

Circulation Program 4:

After adoption of the General Plan Update, the County will conduct a specific study with the Armona Community Services District to address the area bounded by 13 th Avenue, Hanford-Armona Road, Oak Avenue, and the SPRR Tracks. This area has been designated for industrial and commercial uses, is a community entrance to Armona, and has a potential for development for highway commercial uses associated with the SR 198 and Hanford-Armona Road interchange. The area needs a detailed study for traffic circulation to determine how to best serve potential commercial and industrial uses at this location.

SAFETY ELEMENT:

SAFETY ELEMENT, page S-3, paragraph 1, line 4; change to read:

...[see Glossary for definitions of ~~these~~ terms].

SAFETY ELEMENT, page S-6, paragraph 1, last sentence; change to read:

...The purpose of the earthquake provisions of the UBC ~~are~~ is to prevent loss of life,....

SAFETY ELEMENT, page S-9, Figure 17, "Evacuation Routes"; add:

Source: 'Public Safety Element,' Kings County Regional Planning Agency

SAFETY ELEMENT, page S-11, Figure 18, "Fire Stations and their Service Areas"; revise as follows:

Remove fire station shown at Hanford fairgrounds

Add the following:

Source: 'Kings County Fire Department, 1993

SAFETY ELEMENT, page S-12, paragraph A., "Flood Hazards in Kings County" paragraph 2, line 4, replace everything after the word "ocean" with:

"...to the ocean unless the water is pumped by artificial means out of the Tulare Lake Basin."

SAFETY ELEMENT, page S-12, paragraph B., "Assessment of Flood Hazards and Risks," line 7; change to read:

Kings County maintains a floodplain management program based on these maps, and implemented through Chapter 5A of the Kings County Code of Ordinances [Flood Damage Prevention]. The purpose of which this ordinance is to prevent development in FEMA-designated floodprone areas, or to ensure that development in those areas can avoid or withstand flooding without increasing flood risk elsewhere.

SAFETY ELEMENT, page S-13, Figure 19, "Local Areas Subject to Flood Hazard"; add:

Source: Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map, Community Panel No. 06086 0001-0425, dated August 4, 1988

SAFETY ELEMENT, page S-14, Figure 20, "Inundation Areas Below Pine Flat Dam"; add:

Source: U.S. Army Corps of Engineers

SAFETY ELEMENT, page S-15, Figure 21, "Inundation Areas Below Terminus Dam"; add:

Source: U.S. Army Corps of Engineers

SAFETY ELEMENT, page S-16: add new Policy 38e:

Policy 38e: Enforce and maintain Chapter 5A of the Kings County Code of Ordinances [Flood Damage Prevention].

SAFETY ELEMENT, page S-17, paragraph 1, line 1; change to read:

Although reduction efforts and treatment methods may have reduced....

SAFETY ELEMENT, page S-18, paragraph 2; change to read

The principal concerns of airport land use planners are the safety of the general public and noise compatibility. Airport planning boundaries define areas near airports within which safety or noise restrictions are imposed. ~~(The Kings County Airport Land Use Commission (ALUC) was formed to provide for)~~ The orderly development of public use airports and the promotion of public safety within airport planning boundaries. These goals are achieved through the land use planning actions of the Airport Land Use Commission and other local government agencies. by local Planning Commissions which, through the implementation of their General Plans, enforce land use policies around airports.

SAFETY ELEMENT, page S-20, paragraph 2:

New single residences on individual existing lots allowed only on a case-by-case basis after evaluation by the ALUG appropriate city and County Planning Commissions.

Policy 39b: Apply the "Agriculture for Public Safety" designation in the vicinity of the Lemoore Naval Air Station, and prohibit the creation of any home sites smaller than 40 acres in size.

Policy 39c: Work with the City of Hanford and the ~~Airport Land Use Commission~~ City of Corcoran to achieve consistent city and county land use policies for areas surrounding the Hanford and Corcoran airports.

SAFETY ELEMENT, page S-22; add new Safety Program 4 as follows:

Safety Program 4:

Upon completion of the "Comprehensive Land Use Plan" for airports, integrate the spheres of influence and policies for the Hanford and Corcoran airports into the General Plan.

NOISE ELEMENT:

NOISE ELEMENT, page N-4, Section B, Airports ,paragraph 3, line 7, change last sentence to read:

~~"The standard takeoff pattern directs operations northwest over the city of Hanford, where they are required aircraft~~ to turn east immediately after crossing State Highway 198..."

NOISE ELEMENT, page N-5, Section C, paragraph 2:

The Southern Pacific Railroad no longer serves Kings County. The east-west Southern Pacific tracks are currently used by the San Joaquin Valley Railroad Company, which operates ~~four~~ two trains of approximately ~~25~~ 5-10 cars each per day, five days per week, at approximately 10-20 miles per hour.

Change paragraph 3 of Section C to read as follows, and then move the paragraph to become the last two sentences of the first paragraph:

Most north-south rail traffic moves through the county at approximately 50 miles per hour....

ENVIRONMENTAL IMPACT REPORT:

ENVIRONMENTAL IMPACT REPORT, page 16; change referenced page numbers as follows:

1. Introduction

- | | | | |
|----|-----------|--------|------------|
| a. | Purpose | page 4 | <u>I-1</u> |
| b. | Authority | page 4 | <u>I-1</u> |
| c. | Scope | page 4 | <u>I-1</u> |

2. Land Use Element

- | | | | |
|----|---------------------------------|--------|-------------|
| a. | Purpose | page 8 | <u>LU-1</u> |
| b. | Consistency with Other Elements | page 8 | <u>LU-1</u> |
| c. | Scope and Organization | page 8 | <u>LU-1</u> |

3. Resource Conservation
 - a. Purpose page ~~32~~ RC-1
 - b. Consistency with Other Elements page ~~32~~ RC-1
 - c. Scope and Organization page ~~32~~ RC-1

ENVIRONMENTAL IMPACT REPORT, page 17; change referenced page numbers as follows:

4. Open Space Element
 - a. Purpose page ~~45~~ OS-1
 - b. Consistency with Other Elements page ~~45~~ OS-1
 - a. Scope and Organization page ~~45~~ OS-1
5. Circulation Element
 - a. Purpose page ~~57~~ CIRC-1
 - b. Consistency with Other Elements page ~~57~~ CIRC-1
 - c. Scope and Organization page ~~57~~ CIRC-1
6. Housing Element
 - a. Purpose page ~~68~~ HE-1
 - b. Consistency with Other Elements page ~~68~~ HE-1
 - c. Scope and Organization page ~~68~~ HE-1
7. Safety Element
 - a. Purpose page ~~75~~ S-1
 - b. Consistency with Other Elements page ~~75~~ S-1
 - c. Scope and Organization page ~~75~~ S-1

ENVIRONMENTAL IMPACT REPORT, page 18; Change referenced page numbers as follows:

8. Noise Element
 - a. Purpose page ~~94~~ N-1
 - b. Consistency with Other Elements page ~~94~~ N-1
 - c. Scope and Organization page ~~94~~ N-1

ENVIRONMENTAL IMPACT REPORT, Page 18, D. Planning Area; change to read:

The location of this project is shown on Figures 1 and 2, pages ~~v and vi~~ vi and vii, of the General Plan. Specific land use and circulation system diagrams are shown on Figures 3 through 9, pages ~~25 through 31~~ LU-21 through 27, of the General Plan.

ENVIRONMENTAL IMPACT REPORT, page 31, Section 4.021, Surface Water, paragraph 3, line 5, change to read:

"...water rights holders in Kings County in average or below average water years."

ENVIRONMENTAL IMPACT REPORT, page 32, paragraph 3, line 2, change to read:

ENVIRONMENTAL IMPACT REPORT, page 32, paragraph 3, line 2, change to read:

"...artificial recharge, and ~~return-flow~~ percolation from applications of irrigation water."

ENVIRONMENTAL IMPACT REPORT, page 37, paragraphs 3 and 4, change to read:

"Surface water is delivered to a number of public water management districts and private water companies in the County. The largest of these entities ~~are is~~ the Tulare Lake Basin Water Storage District (TLBWSD) ~~and the Kings County Water District (KCWD) which~~ imports an average of 115,000 acre-feet per year from the State Water Project. ..."

The Kings County Water District (KCWD) contains approximately 130,000 acres of irrigated land in northeast Kings County. With water rights on the Kaweah and Kings Rivers delivered by various ditch companies and an intermittent supply of Friant canal water, the district imports approximately 20,000 acre-feet of water per year. The District provides rents surface water to private-irrigation-companies property owners and, when surplus water is available, operates ground water recharge program."

ENVIRONMENTAL IMPACT REPORT, page 62, paragraph 1; change to read:

...Other school districts which cover small portions of the Hanford area include Kit Carson, Kings River-Hardwick, Lakeside, Armona, and Pioneer....

ENVIRONMENTAL IMPACT REPORT, Appendix C, "Statement of Overriding Consideration";

Eliminate Appendix C and place Statements of Overriding Consideration in the Planning Commission and Board of Supervisors resolutions of approval and adoption respectively.

ENVIRONMENTAL IMPACT REPORT, Final Environmental Impact Report, Comments and Responses to Comments:

See Final EIR Section 5 of this report.

APPENDICES:

APPENDIX 1: INTRODUCTION, Table 1: Kings County General Plan Inventory; change as follows:

Section A: add as the first entry:

"1958 - North Kings County Area General Plan"

Section C: add:

2. 1992 - Housing Element (will not be rescinded)

Section I, #2, add:

...(will not be rescinded)

After Table 2, "Population by Jurisdiction and Year"; add:

"Table 2A, Projected Population Growth by Area";

"Table 2B, Population Estimates-Kings County, California, for the Years 2000, 2010, and 2020"

APPENDIX 2: LAND USE, Table 3, "Land Use Designation Equivalency Chart"; change to read:

Rural Uses/Agriculture/General Agriculture/Public Safety-Lemoore NAS

Remove from Table 4, "Kings County Zone Districts":

~~UR—holding area for urban growth prior to development~~

APPENDIX 3: RESOURCE CONSERVATION, Biological Resources Survey Table of Contents, page ii, Figure 2; change to read:

2 PLANT COMMUNITIES OF KINGS COUNTY 4 34

BIOLOGICAL RESOURCES SURVEY, change Page 52 (4), #2 as follows:

Summary and Overview of Proposed Project and Location Map of Project Site

BIOLOGICAL RESOURCES SURVEY, change Page 53 (4), #7 as follows:

7.) Potential Impacts of the Project

BIOLOGICAL RESOURCES SURVEY, change biological assessment methods and criteria shown in the "Biological Resources Survey,": page 55, 8.0 and 8.1 as follows:

Subject to approval by CDFG and USFWS, Kings County Planning Department should consider using the following evaluation process to determine the need for biological assessments for discretionary permits on projects that may impact wetlands or any of the above-noted ten species. The County should also maintain accurate sensitive habitat and species range maps and guidelines, updated as information becomes available

Page 55, 8.1, #1; change the language of Questions 1-4 as follows

1.) Does the project site fall within or adjacent to known or sensitive habitat areas (as determined by a review of the County maps?

No: No biological assessment required on an Initial Study

Yes: Go to #2

2.) What habitat types are present on the project site?

Wetland, riparian, marsh, vernal pool: Go to #3

Grassland (below 1000 feet elevation): Go to #4

3.) Will applicant agree to project changes or to standardized mitigation to avoid or reduce impacts to wetlands, riparian, marsh, or vernal pools?

Choices as stated in the "Biological Resources Survey."

4.) Will the applicant agree to project changes or to standard mitigation to avoid or reduce impacts to sensitive species and habitat?

Choices as stated in the "Biological Resources Survey" and if incidental take of threatened or endangered species is likely, permits must also be obtained from the U.S. Fish and Wildlife Service and the Department of Fish and Game.

APPENDIX 8: NOISE

To Figure 29, "Hanford Raceway Noise Contours," add-on the north side of the intersection of Flint and Douty Avenues: Proposed Kings River-Hardwick School Site.

H:\GPIRESATT-1.DOC

ATTACHMENT 2:

The following external documents are included in the General Plan by reference:

1988 Kings County Regional Transportation Plan, Kings County Regional Planning Agency, reaffirmed 1991

1992 Housing Element, Kings County Regional Planning Agency, 1992

Kings County Integrated Waste Management Plan (Multi-Jurisdictional Household Hazardous Waste Element; Multi-Jurisdictional Source Reduction and Recycling Element), Kings County Planning Agency, 1992

1988 Kings County Hazardous Waste Management Plan, Kings County Planning Agency, 1989

Air Installation Compatible Use Zones (AICUZ) Study, Lemoore Naval Air Station, 1993

Guide for Traffic Impact Studies, California Department of Transportation, 1993

Five County Seismic Safety Element, Tulare County Association of Governments for the General Plans of the Counties of Fresno, Kings, Madera, Mariposa, and Tulare; 1974

Biological Resources Survey for the Resource Conservation Element of the Kings County General Plan, Rob Hansen and Associates, 1993

Maps of Current Routes: Kings Area Rural Transit (KART)/Corcoran Dial-a-Ride

NOTICE OF DETERMINATION

ORIGINAL
FILED

DEC 29 1993

JOAN L. BULLOCK
KINGS COUNTY CLERK

TO: County Clerk
County of Kings
Kings County Government Center
Hanford, California 93230

FROM: Kings County Board of Supervisors
Kings County Government Center
Hanford, CA 93230

DATE RECEIVED FOR
FILING

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152
of the Public Resources Code.

PROJECT TITLE:
1993 Kings County General Plan

CONTACT PERSON: Julie Linxwiler TELEPHONE NUMBER: 582-3211, Ext. 2670

PROJECT LOCATION:

The policies of this General Plan apply to the unincorporated territory of Kings County. They do not apply to the territory within the boundaries of the incorporated cities of Avenal, Corcoran, Hanford, and Lemoore; or within the boundaries of the Lemoore Naval Air Station and the Santa Rosa Rancheria.

PROJECT DESCRIPTION:

This project is the 1993 Kings County General Plan, the purpose of which is to guide the physical growth of the unincorporated portion of Kings County and the conservation of its resources through the year 2005 in a manner consistent with the goals of the people of Kings County.

This is to advise that the Kings County Board of Supervisors has approved the above described project and has made the following determinations regarding the above described project.

1. The project will not have a significant effect on the environment.



C101693320

2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.

The EIR and record of project approval may be examined at: The Kings County Planning Agency, Kings County Government Center, Hanford, California.

3. Mitigation measures were made a condition of the approval of the project.
4. A Statement of Overriding Considerations was adopted for this project.

Julie Linxweiler
Signature

Title: Planner

Date: December 29, 1993